

MANUAL TRANSMISSION

SECTION **MT**

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PREPARATION

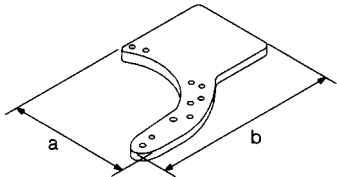
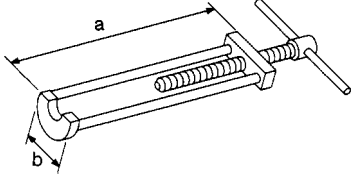
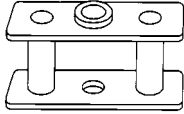
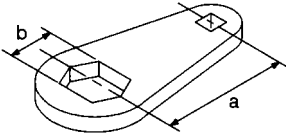
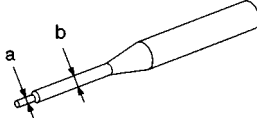
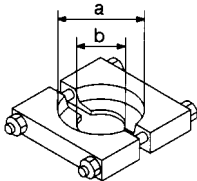
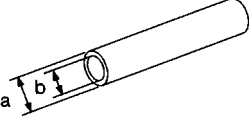
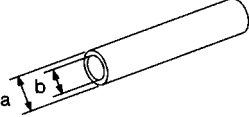
FS5W71C

Special Service Tools

Special Service Tools

NEMT0050

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description		GI
ST23810001 (—) Adapter setting plate	 <p>NT407</p>	Fixing adapter plate with gear assembly a: 166 mm (6.54 in) b: 270 mm (10.63 in)	MA
KV32101330 (See J26349-A) Puller	 <p>NT408</p>	Removing overdrive mainshaft bearing a: 447 mm (17.60 in) b: 100 mm (3.94 in)	EM
KV31100401 (—) Transmission press stand	 <p>NT068</p>	Pressing counter gear and mainshaft	LC
ST22520000 (J26348) Wrench	 <p>NT409</p>	Tightening mainshaft lock nut a: 100 mm (3.94 in) b: 41 mm (1.61 in)	EC
ST23540000 (J25689-A) Pin punch	 <p>NT442</p>	Removing and installing fork rod retaining pin a: 2.3 mm (0.091 in) dia. b: 4 mm (0.16 in) dia.	FE
ST30031000 (J22912-01) Puller	 <p>NT411</p>	Removing and installing 1st gear bushing Removing main drive gear bearing a: 90 mm (3.54 in) dia. b: 50 mm (1.97 in) dia.	CL
ST23860000 (—) Drift	 <p>NT065</p>	Installing counter drive gear a: 38 mm (1.50 in) dia. b: 33 mm (1.30 in) dia.	MT
ST22360002 (J25679-01) Drift	 <p>NT065</p>	Installing counter gear front and rear end bearings a: 29 mm (1.14 in) dia. b: 23 mm (0.91 in) dia.	AT

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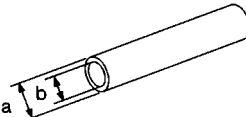
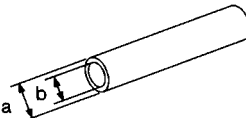
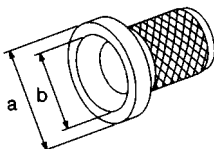
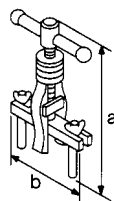
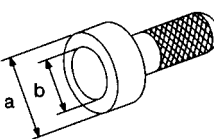
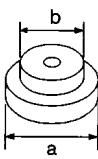
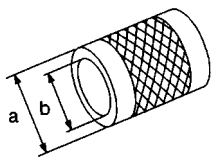
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PREPARATION

FS5W71C

Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description	
ST22350000 (J25678-01) Drift		Installing O/D gear bushing a: 34 mm (1.34 in) dia. b: 28 mm (1.10 in) dia.
	NT065	
ST23800000 (J25691-01) Drift		Installing front cover oil seal a: 44 mm (1.73 in) dia. b: 31 mm (1.22 in) dia.
	NT065	
ST33400001 (J26082) Drift		Installing rear oil seal a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia.
	NT086	
ST33290001 (J34286) Puller		Removing rear oil seal a: 250 mm (9.84 in) b: 160 mm (6.30 in)
	NT414	
ST30720000 (J25405) Drift		Installing mainshaft ball bearing a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.
	NT115	
ST30613000 (J25742-3) Drift		Installing main drive gear bearing a: 71.5 mm (2.815 in) dia. b: 47.5 mm (1.870 in) dia.
	NT073	
ST33200000 (J26082) Drift		Installing counter rear bearing a: 60 mm (2.36 in) dia. b: 44.5 mm (1.752 in) dia.
	NT091	

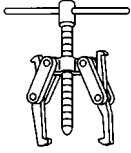
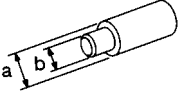
PREPARATION

FS5W71C

Commercial Service Tools

Commercial Service Tools

NEMT0051

Tool name	Description	GI
Puller	 <p>Removing counter bearings, counter drive and O/D gears</p> <p>NT077</p>	MA
Drift	 <p>Installing countershaft rear end bearing (FS5W71C-4WD model) a: 40 mm (1.57 in) dia. b: 30 mm (1.18 in) dia.</p> <p>NT074</p>	LC

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NEMT0052

FS5W71C

NVH Troubleshooting Chart

NVH Troubleshooting Chart

NEMT0052S01

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

MANUAL TRANSMISSION

NEMT0052S0101

Reference page				Refer to MA-35 , ("Checking M/T Oil", CHASSIS AND BODY MAINTENANCE").	MT-14	MT-14	MT-17	MT-17	MT-15	MT-15	MT-15	MT-15
SUSPECTED PARTS (Possible cause)		OIL (Oil level is low.)	OIL (Wrong oil.)	OIL (Oil level is high.)	GASKET (Damaged)	OIL SEAL (Worn or damaged)	CHECK PLUG RETURN SPRING AND CHECK BALL (Worn or damaged)	SHIFT FORK (Worn)	GEAR (Worn or damaged)	BEARING (Worn or damaged)	BAULK RING (Worn or damaged)	INSERT SPRING (Damaged)
Symptom	Noise	1	2						3	3		
	Oil leakage		3	1	2	2						
	Hard to shift or will not shift		1	1							2	2
	Jumps out of gear						1	2	2			

DESCRIPTION

NEMT0053

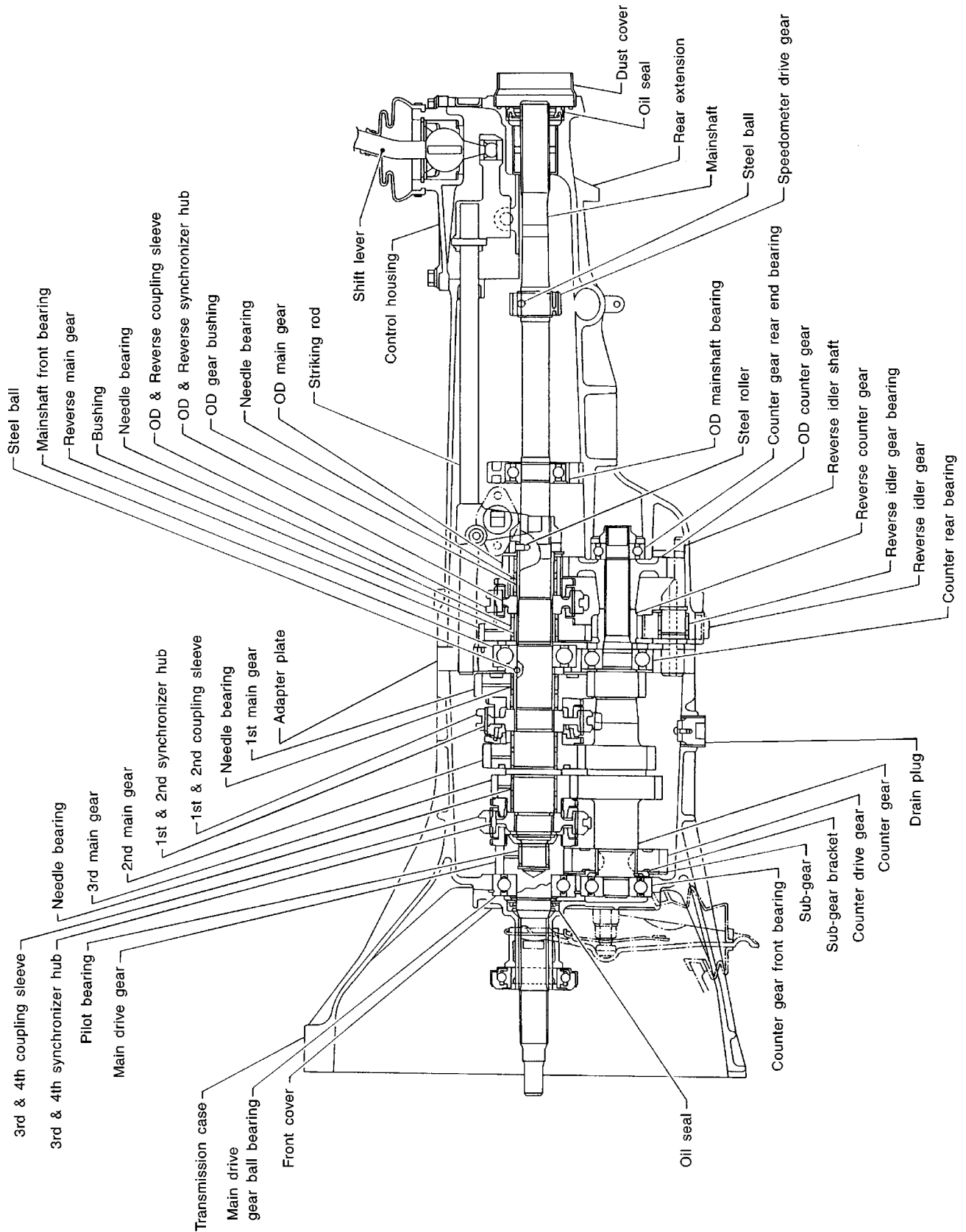
FS5W71C

Cross-sectional View 2WD Model

Cross-sectional View 2WD Model

NEMT0053S01

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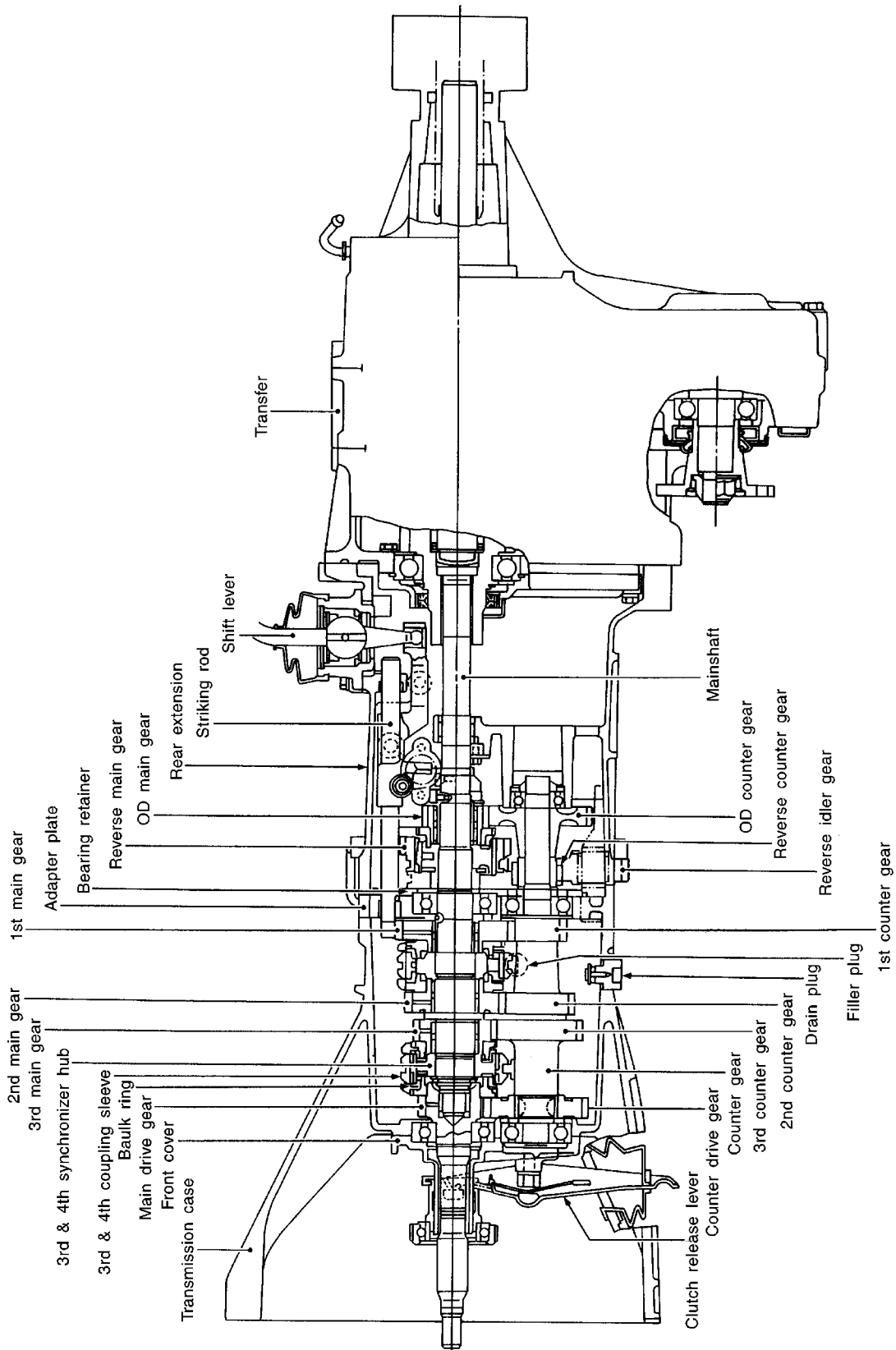
DESCRIPTION

FS5W71C

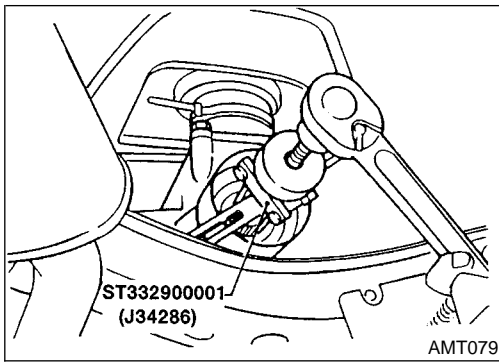
Cross-sectional View 4WD Model

Cross-sectional View 4WD Model

=NGMT0048S03



SMT154D



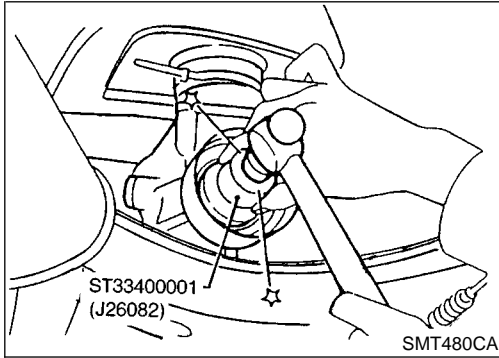
Replacing Rear Oil Seal (2WD Model)

NEMT0054

REMOVAL

NEMT0054S01

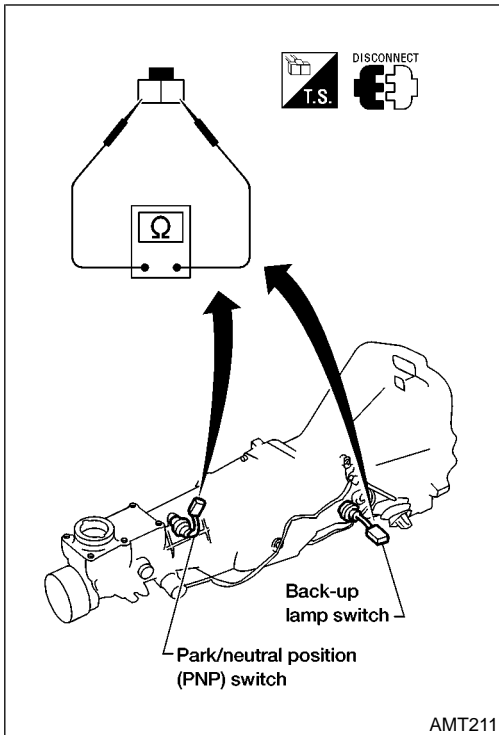
1. Remove the propeller shaft. Refer to **PD-7**, (“Removal and Installation”, “PROPELLER SHAFT”).
2. Remove rear oil seal using Tool.
 - **Always replace with a new seal once it has been removed.**



INSTALLATION

NEMT0054S02

1. Install new oil seal until it stops.
 - **Apply multi-purpose grease to seal lip of oil seal before installing.**
2. Install any part removed.



Position Switch Check

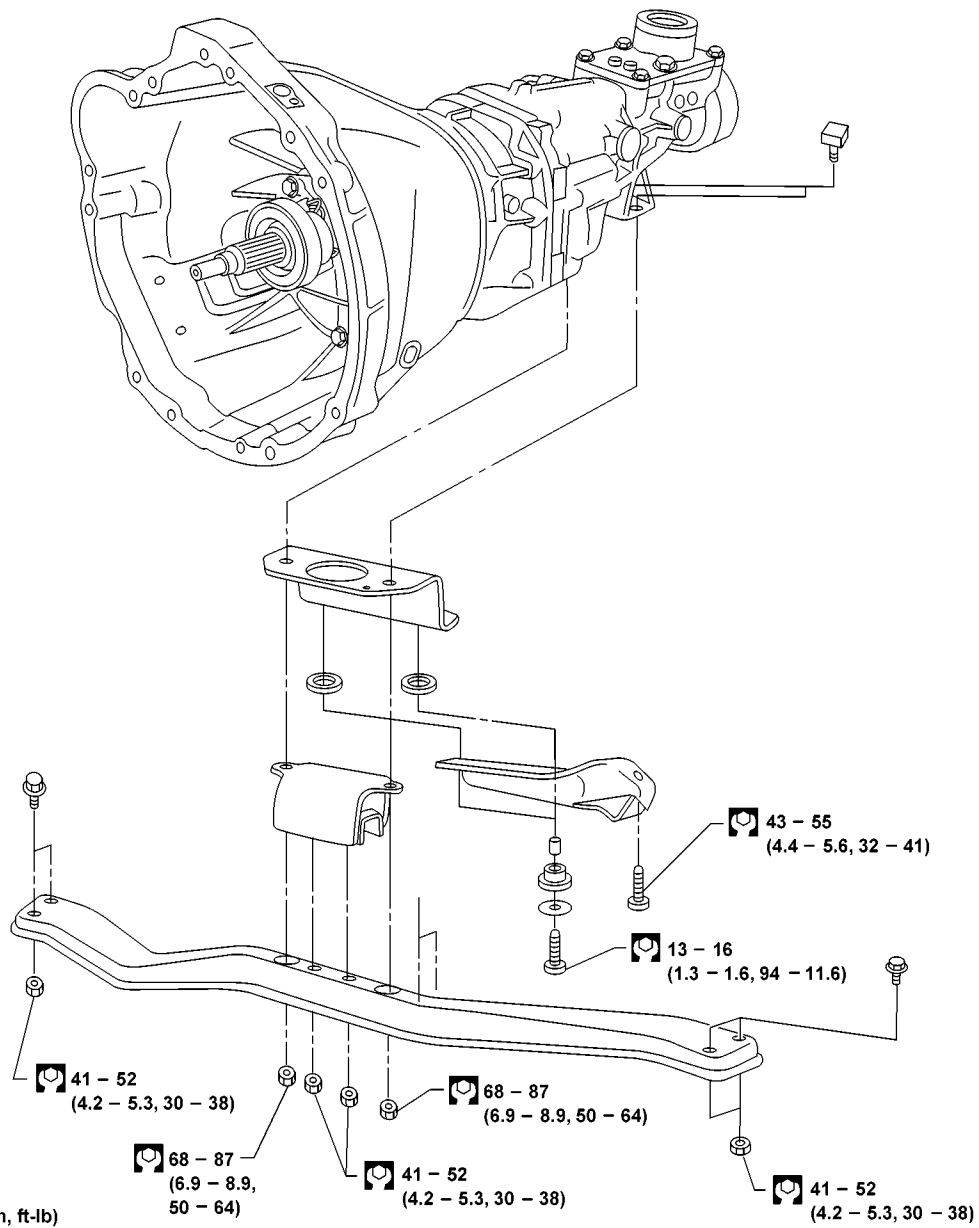
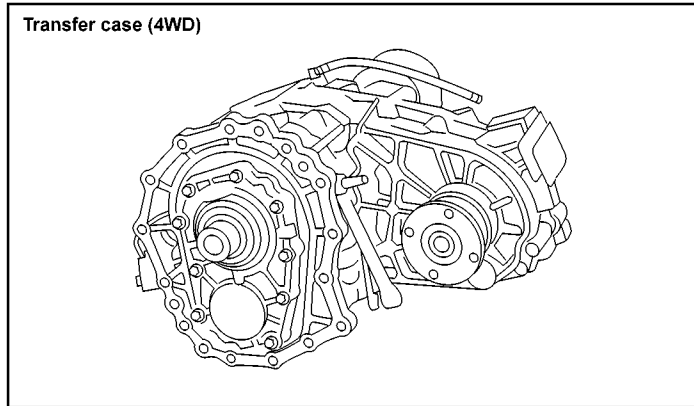
NEMT0055

- Check continuity.

Switch	Gear position	Continuity
Back-up lamp switch	Reverse	Yes
	Except reverse	No
Park/neutral position (PNP) switch	Neutral	Yes
	Except neutral	No

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Removal



CAUTION:

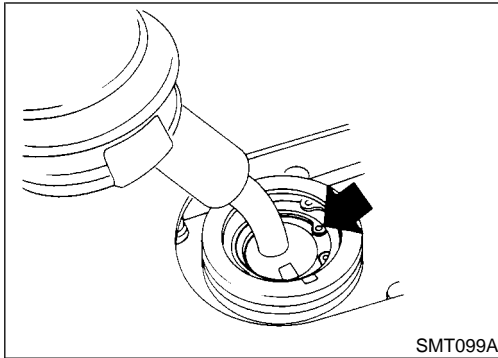
Before separating the transmission from the engine, remove the crankshaft position sensor (OBD) from the transmission. Be careful not to damage sensor edge or ring gear teeth.

2WD MODEL
NEMT0056S0101
NOTE:

To prevent oil spills, drain transmission oil before removing transmission or insert plug into rear oil seal after removing propeller shaft.

- Be careful not to damage spline, sleeve yoke, and rear oil seal when removing propeller shaft.

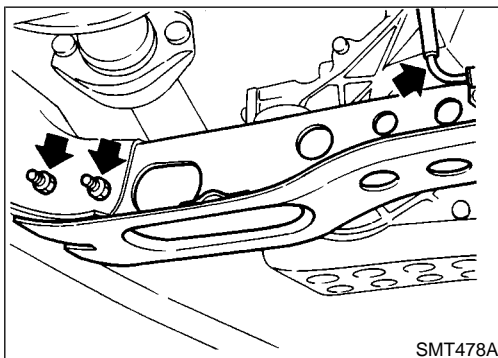
1. Remove battery negative terminal.
2. Remove crankshaft position sensor (OBD) from transmission upper side.
3. Remove clutch operating cylinder from transmission.
4. Remove back-up switch and park/neutral position (PNP) switch harness connectors.
5. Remove starter motor from transmission.
6. Remove propeller shaft. Refer to **PD-7**, ("Removal and Installation", "PROPELLER SHAFT").



7. Remove shift lever.
8. Support engine by placing a jack under oil pan.
 - Do not place jack under oil pan drain plug.
9. Separate transmission from engine.

WARNING:

Support manual transmission while removing it.


4WD MODEL
NEM0030S0105
NOTE:

To prevent oil spills, drain transmission and transfer oil before removing transmission or insert plug into rear oil seal of transfer after removing propeller shafts.

- Always drain transmission and transfer oil whenever separating transmission and transfer.

- 1) Remove battery negative terminal.
- 2) Remove crankshaft position sensor (OBD) from transmission upper side.
- 3) Remove clutch operating cylinder from transmission.
- 4) Remove back-up switch and park/neutral position (PNP) switch harness connectors.
- 5) Remove starter motor from transmission.
- 6) Remove front and rear propeller shafts. Refer to **PD-7**, ("Removal and Installation", "PROPELLER SHAFT").
 - Be careful not to damage splines, sleeve yokes, and front and rear oil seals of transfer when removing propeller shaft.
- 7) Remove torsion bar springs. Refer to **SU-15**, ("Torsion Bar Spring", "FRONT SUSPENSION"). Then remove second crossmember.

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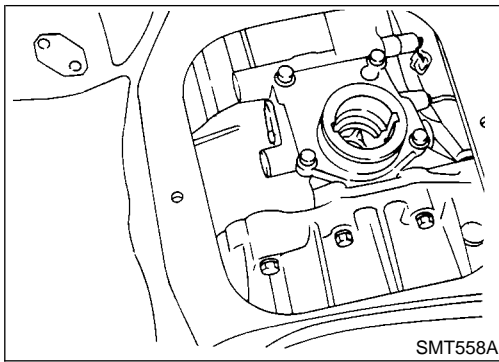
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Removal (Cont'd)



- 8) Remove transmission shift lever and transfer control lever.
- 9) Support engine by placing a jack under oil pan.
 - **Do not place jack under oil pan drain plug.**
- 10) Support transmission with a jack and remove engine rear member.
- 11) For clutch disc replacement, separate transmission with transfer from engine. For transmission overhaul, remove transfer from transmission, then separate transmission from engine.

WARNING:

Support manual transmission with transfer while removing it.

Installation

NEMT0056S02

1. Apply sealant to areas shown, -4WD model.

Starter motor
Sealant
Engine block
Gasket
Mating surface of engine block and engine rear plate

Engine block
Engine rear plate
Transmission case
45 (1.77)
45 (1.77)
Do not apply sealant in this range.

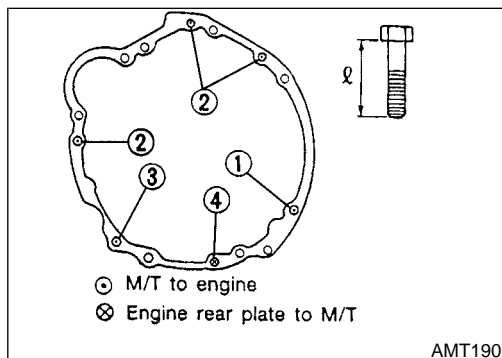
Transmission case
Sealant
Engine rear plate
Engine block

Transmission case
Grommet
Engine rear plate

Unit: mm (in)

Apply genuine anaerobic liquid gasket, Three Bond TB1215, Loctite Part No. 51813, or equivalent.
Apply genuine RTV Silicone Sealant No. 999 MP-A7007 or equivalent.

AMT169



2. Tighten bolts securing transmission.

Bolt No.	Tightening torque N·m (kg·m, ft·lb)	ℓ mm (in)
1	39 - 49 (4.0 - 5.0, 29 - 36)	65 (2.56)
2	39 - 49 (4.0 - 5.0, 29 - 36)	58 (2.28)
3*	16 - 22 (1.6 - 2.2, 12 - 16)	25 (0.98)
4	16 - 22 (1.6 - 2.2, 12 - 16)	16 (0.63)

*: With nut

3. Tighten clutch operating cylinder to the specified torque. Refer

to **CL-5**, ("CLUTCH SYSTEM").

4. For transfer installation, refer to **TF-10**, ("Installation", "REMOVAL AND INSTALLATION").

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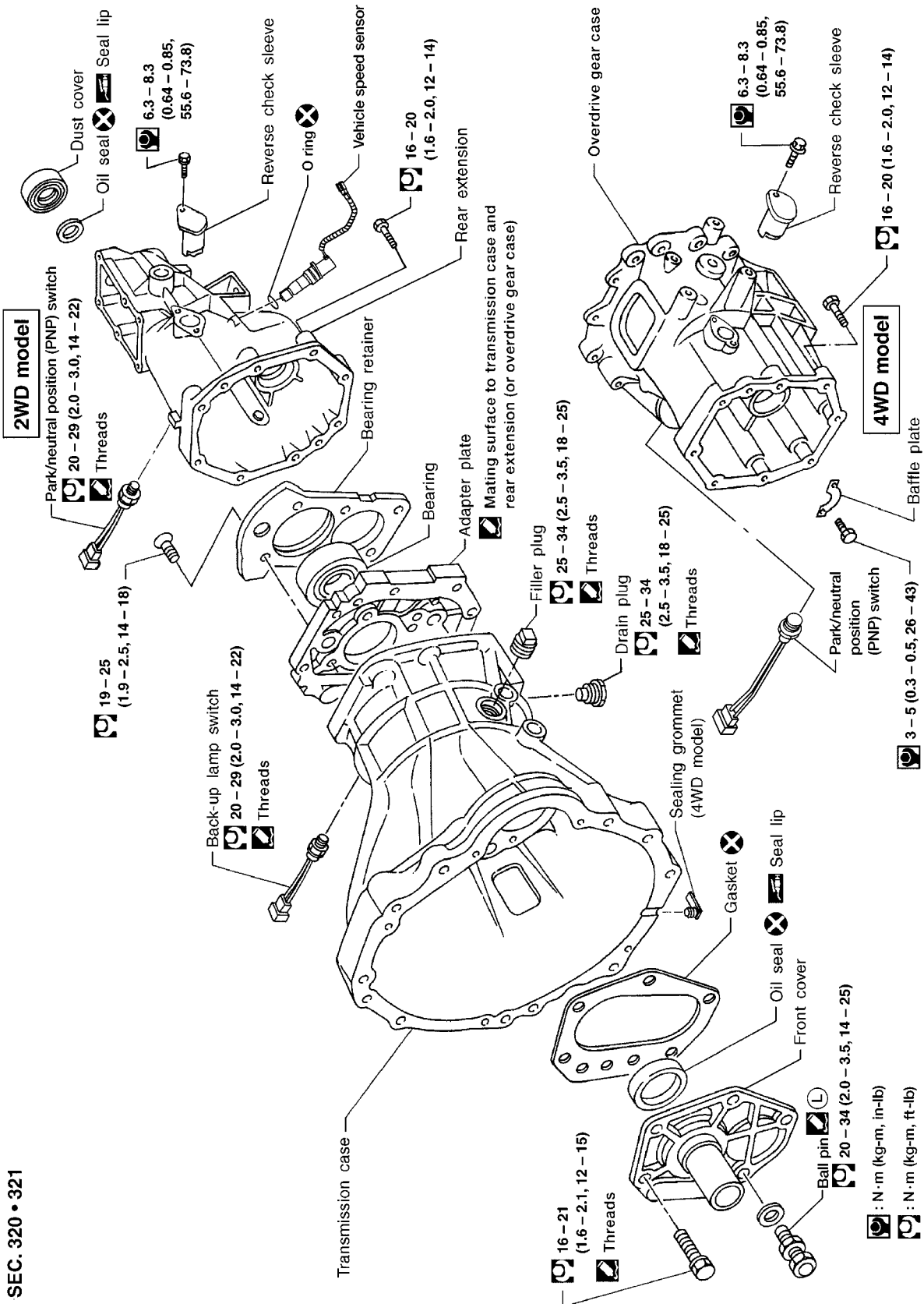
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OVERHAUL

Case Components



SEC. 320 • 321

Apply genuine liquid gasket, Three Bond TB 1215, Loctite Part No. 51813 or equivalent.

Should be lubricated with grease.

Apply genuine Three Bond TB1324, Loctite 271 or equivalent locking sealant.

N·m (kg-m, in-lb)

N·m (kg-m, ft-lb)

Apply genuine liquid gasket, Three Bond TB 1215, Loctite Part No. 51813 or equivalent.

Should be lubricated with grease.

Apply genuine Three Bond TB1324, Loctite 271 or equivalent locking sealant.

N·m (kg-m, in-lb)

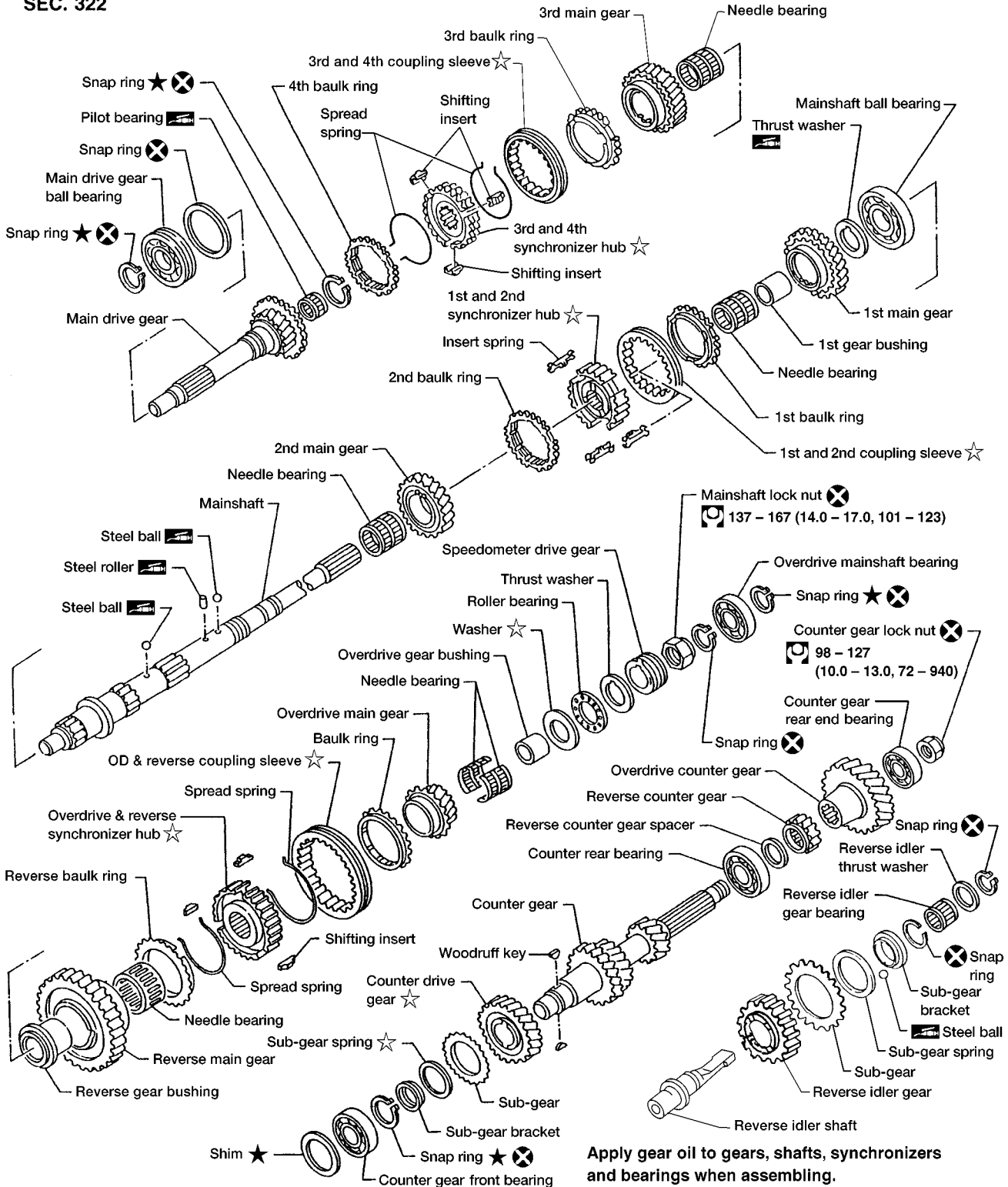
N·m (kg-m, ft-lb)

Gear Components
2WD MODEL

NEMT0057S02

NEMT0057S0201

SEC. 322



Apply gear oil to gears, shafts, synchronizers and bearings when assembling.

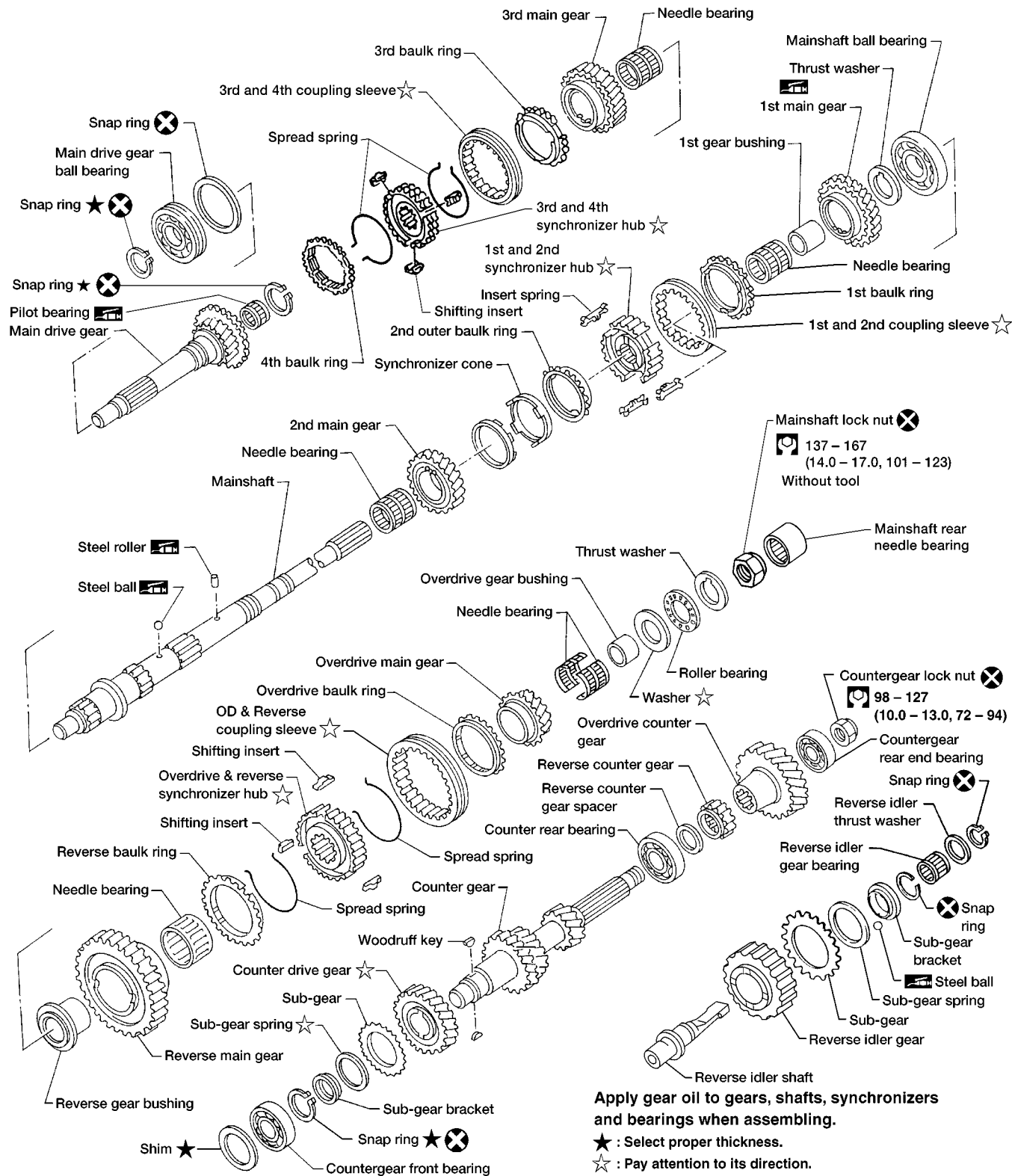
- ★ : Select proper thickness.
- ☆ : Pay attention to its direction.
- ☒ : N·m (kg-m, ft-lb)
- ☒ : Should be lubricated with grease.

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4WD MODEL

NEMT0057S0202

SEC. 322



Apply gear oil to gears, shafts, synchronizers and bearings when assembling.

- ★ : Select proper thickness.
- ☆ : Pay attention to its direction.
- : N · m (kg·m, ft·lb)
- : Should be lubricated with grease.

Shift Control Components

NEMT0057S03

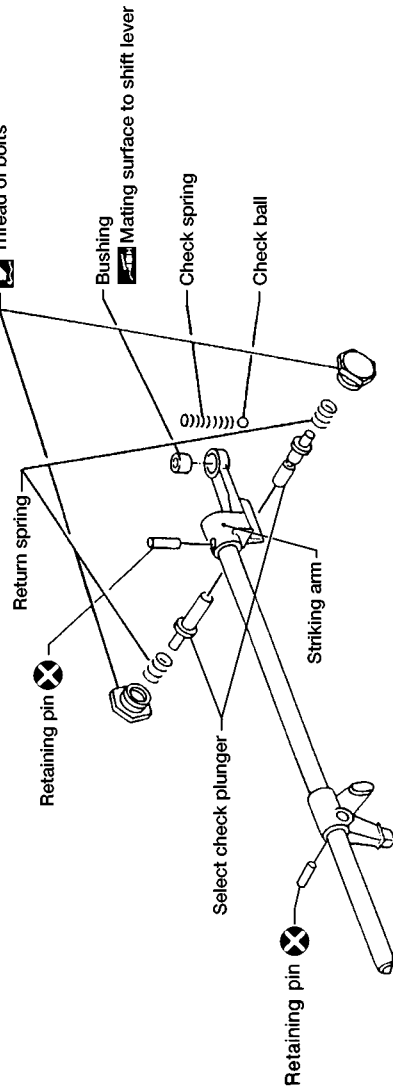
CAUTION:

To avoid damage when replacing shift knob, remove shift lever with knob, as assembled.

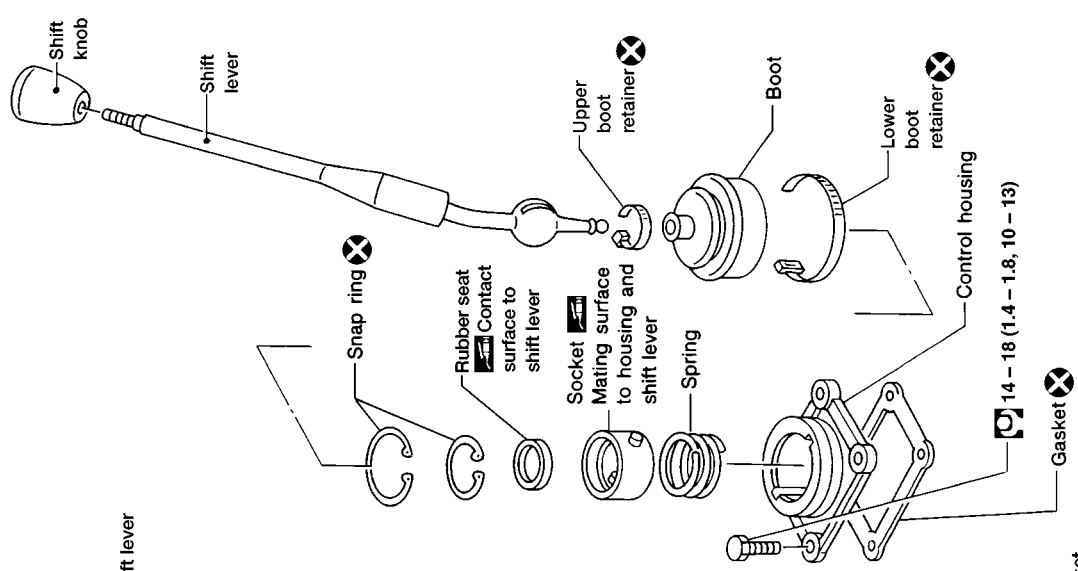
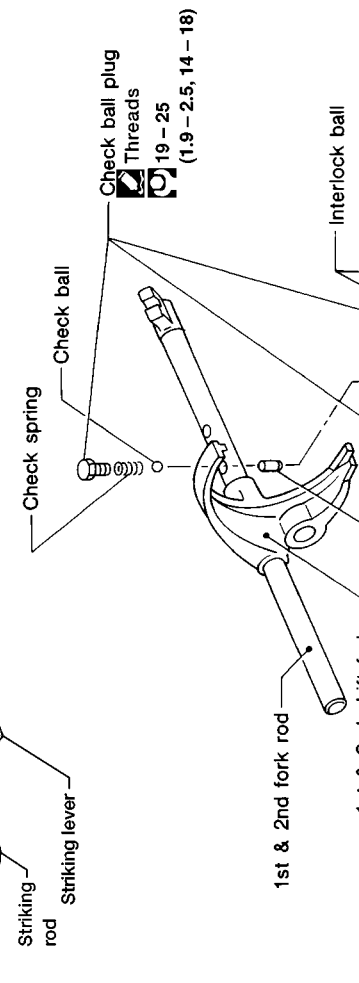
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SEC. 328

Select check plug
20 - 29 (2.0 - 3.0, 14 - 22)
Thread of bolts



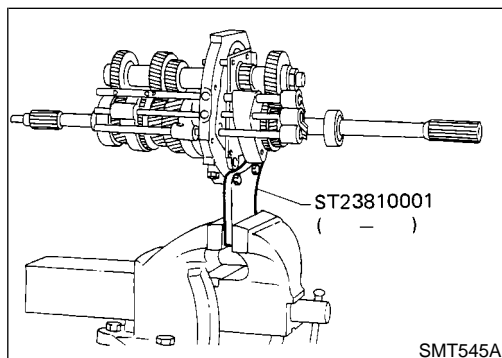
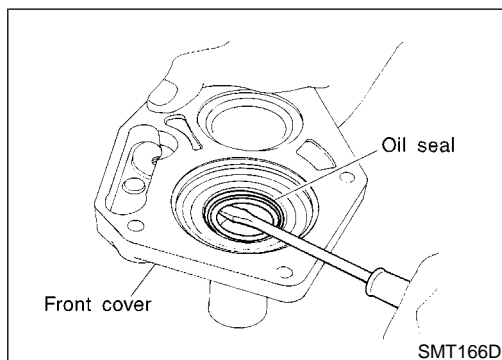
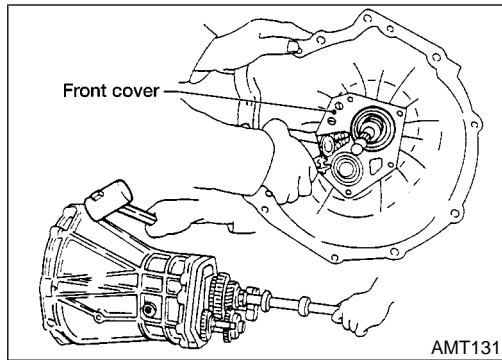
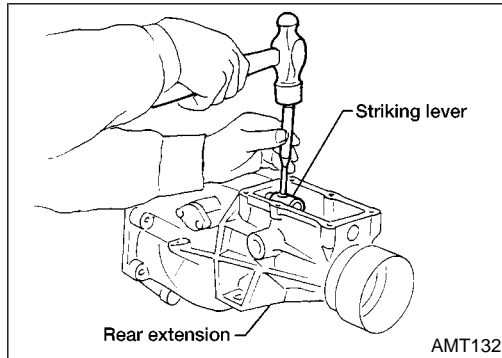
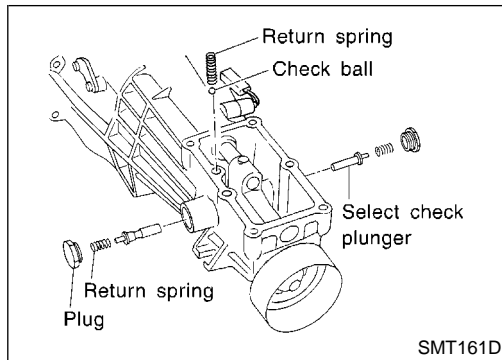
Check ball plug
Threads
19 - 25
(1.9 - 2.5, 14 - 18)



Apply genuine anaerobic liquid gasket
Three Bond TB1215, Loctite
Part No. 51813 or equivalent.
N : N · m (kg-m, in-lb)
F : N · m (kg-m, ft-lb)

AMT180

Case Components



Case Components DISASSEMBLY

NEMT0058

1. Remove rear extension.
 - a. Remove control housing, check ball, return spring plugs, select check plungers and return springs. Also remove reverse check plug, check spring and check ball.

- **Be careful not to lose check balls.**

- b. Drive out striking lever retaining pin.
- c. Remove striking lever from striking rod.
- d. Remove rear extension by lightly tapping on it.

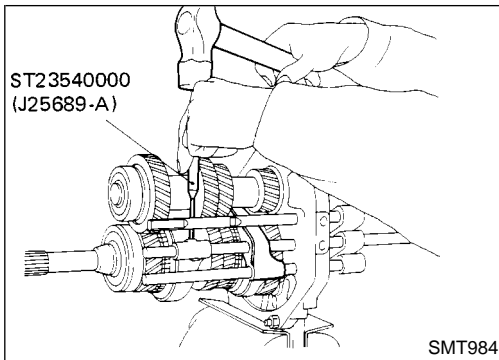
2. Remove front cover, gasket, counter gear front bearing shim and main drive gear ball bearing snap ring.
3. Separate transmission case from adapter plate by lightly tapping on it.

4. Remove oil seal from front cover.
 - **Be careful not to damage mating surface of front cover.**

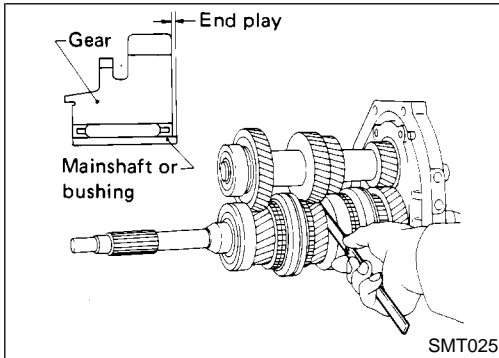
Shift Control Components DISASSEMBLY

NEMT0059

1. Set up Tool on adapter plate.
2. Remove striking rod from adapter plate.
3. Remove check ball plugs, check springs, and check balls.



4. Drive out retaining pins. Then drive out fork rods and remove interlock balls.

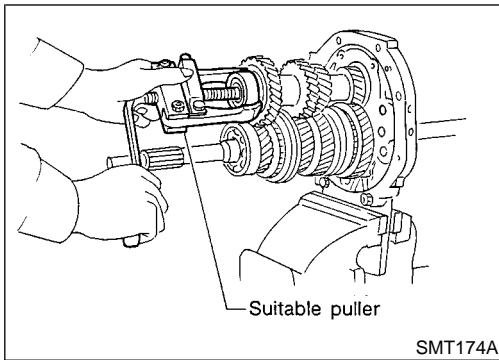


Gear Components DISASSEMBLY

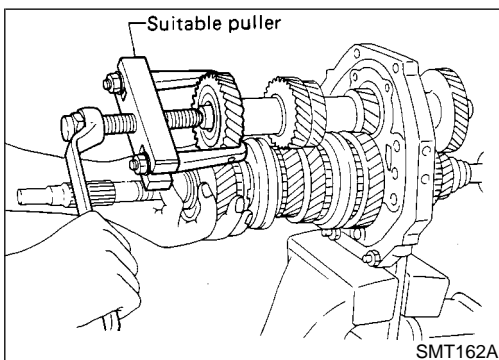
NEMT0060

1. Before disassembly, measure the end play of each gear.
 - If end play is not within the specified limit, disassemble and inspect the parts.
 - Replace any part which is worn or damaged.

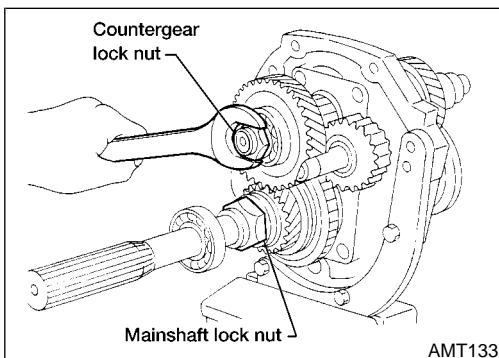
Gear end play:
Refer to SDS, MT-34.



2. Mesh 2nd and reverse gear, then remove counter gear front bearing using a suitable puller.
3. Remove snap ring, then remove sub-gear bracket, sub-gear spring and sub-gear.



4. Remove counter drive gear together with main drive gear assembly using a suitable puller.
 - **When removing main drive gear assembly, be careful not to drop pilot bearing or baulk ring.**
5. Remove snap ring, then remove 3rd & 4th synchronizer assembly and 3rd main gear.

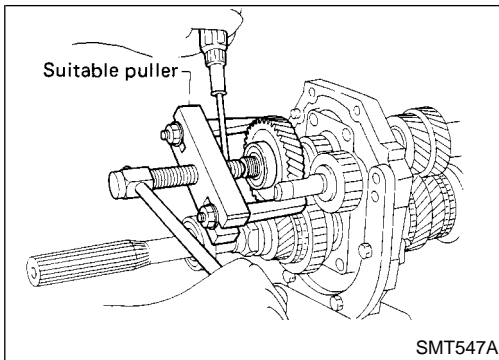


6. Disassemble parts at rear of adapter plate as follows:
 - a. Release staking on both countergear and mainshaft lock nuts, then loosen both nuts.

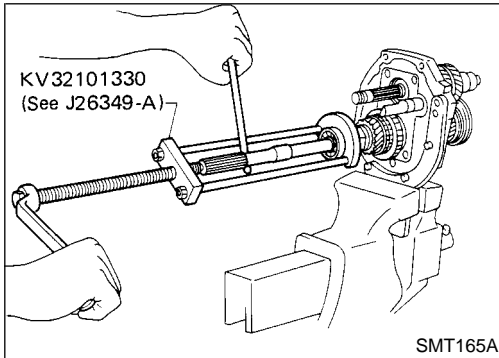
Mainshaft lock nut: Left-hand thread

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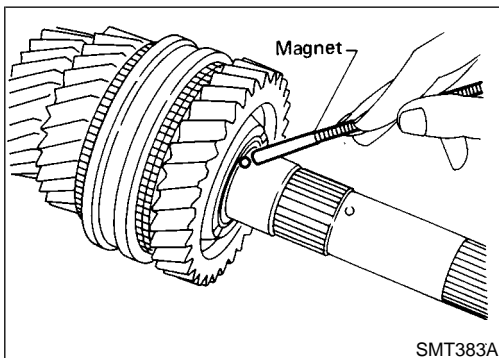
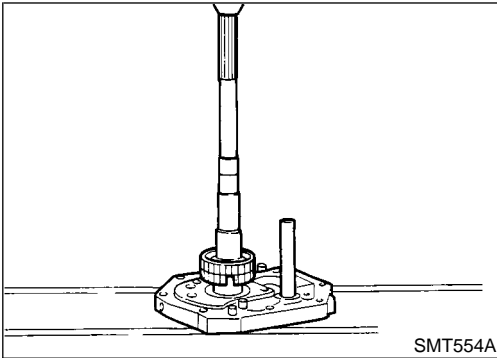
Gear Components (Cont'd)



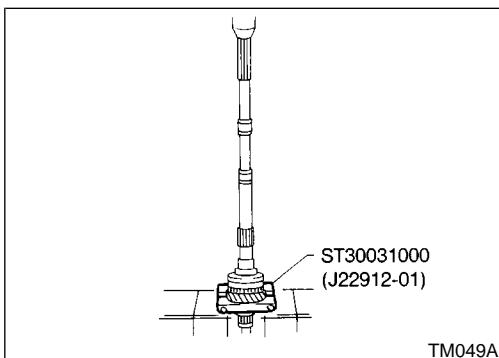
- b. Remove overdrive counter gear together with counter gear rear end bearing using a suitable puller.
- c. Remove reverse counter gear and spacer.
- d. Remove snap rings from reverse idler shaft, then remove reverse idler gear, thrust washers and reverse idler gear bearing.



- e. Remove snap ring and pull out overdrive mainshaft bearing, then remove snap ring. (2WD model)
- f. Remove mainshaft lock nut.
- g. Remove speedometer drive gear and steel ball. (2WD model)
- h. Remove thrust washer, steel roller, roller bearing and washer.
- i. Remove overdrive main gear, needle bearing and baulk ring (overdrive).
- j. Remove counter gear by tapping on rear end of counter gear.
- k. Press out overdrive gear bushing and overdrive & reverse synchronizer assembly.
- l. Remove reverse main gear and needle bearing.
- m. Press out reverse gear bushing.



7. Remove thrust washer, steel ball, 1st main gear and needle bearing.
 - **Be careful not to lose steel ball.**

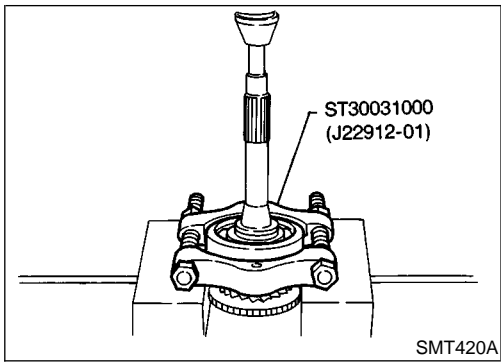


8. Press out 1st gear bushing together with 2nd main gear using Tool. Remove 2nd gear needle bearing.

DISASSEMBLY

FS5W71C

Gear Components (Cont'd)



9. Remove main drive gear ball bearing.
 - a. Remove snap ring.
 - b. Remove main drive gear ball bearing.

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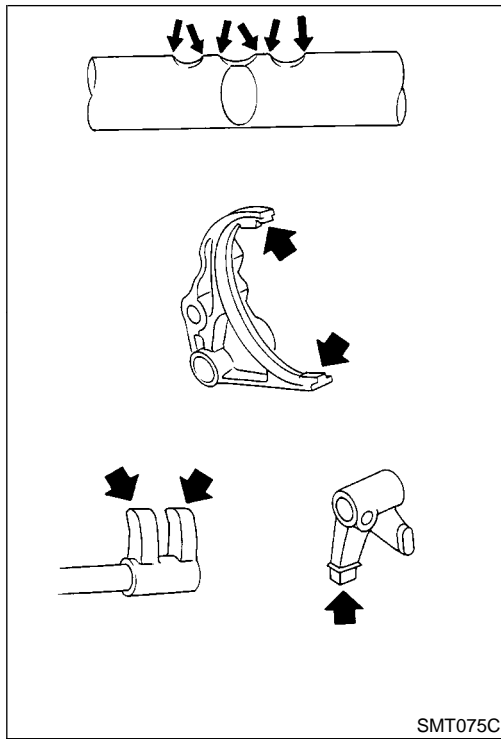
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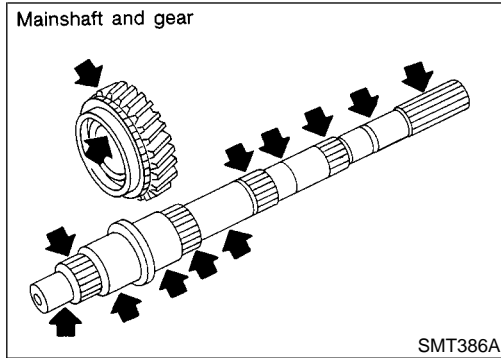
IDX



Shift Control Components

INSPECTION

- Check contact and sliding surfaces of fork rods for wear, scratches, projections and other damage. NEMT0061

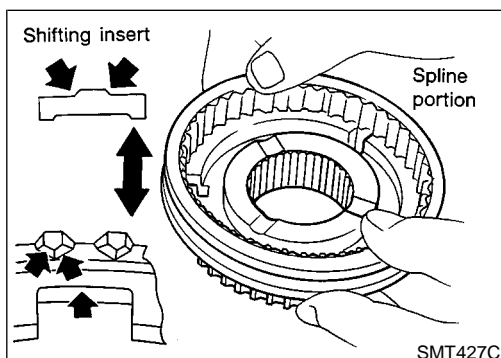
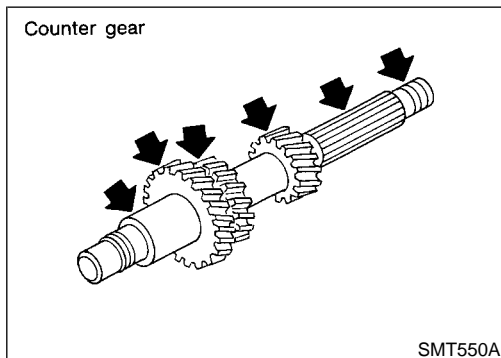


Gear Components

INSPECTION

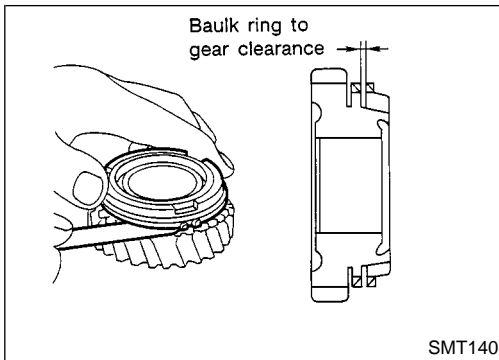
Gears and Shafts

- Check shafts for cracks, wear and bending. NEMT0062
- Check gears for excessive wear, chips and cracks. NEMT0062S01

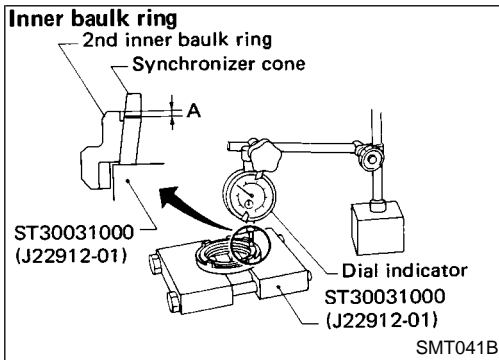


Synchronizers

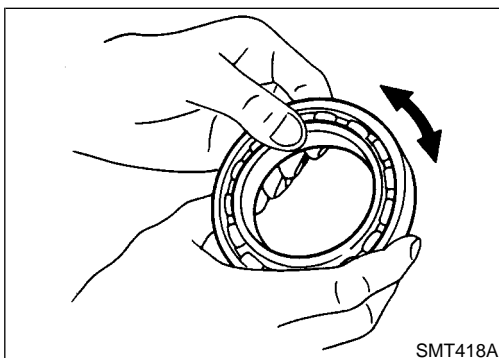
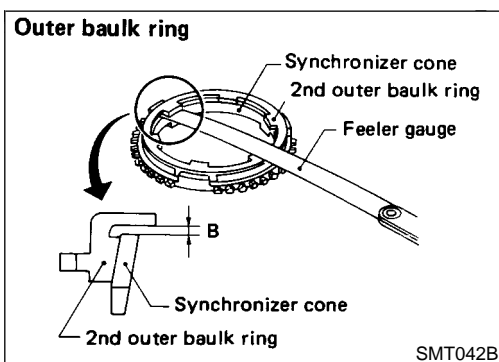
- Check spline portion of coupling sleeves, synchronizer hubs, and gears for wear, chips, and cracks. NEMT0062S02
- Check baulk rings for cracks and deformation.
- Check shifting inserts for wear and deformation.
- Check insert spread springs for deformation.



- Measure baulk ring wear.
- 1) Measure clearance between baulk ring and gear.
 - **Clearance between baulk ring and gear:**
Refer to SDS, MT-35.
- If the clearance is less than the wear limit, replace baulk ring.



- Measure 2nd baulk ring wear. –4WD model
- 1) Place baulk rings in position on synchronizer cone.
- 2) While holding baulk rings against synchronizer cone as far as possible, measure dimensions “A” and “B”.
 - **Standard:**
Inner “A”: 0.7 – 0.9 mm (0.028 – 0.035 in)
Outer “B”: 0.6 – 1.1 mm (0.024 – 0.043 in)
 - **Wear limit:**
0.2 mm (0.008 in)
- If dimension “A” or “B” is smaller than the wear limit, replace outer baulk ring, inner baulk ring and synchronizer cone as a set.



Bearings

- Make sure all bearings roll freely and are free from noise, cracks, pitting or wear.

NEMT0062S03

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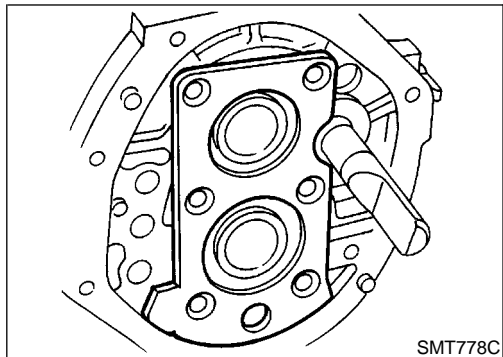
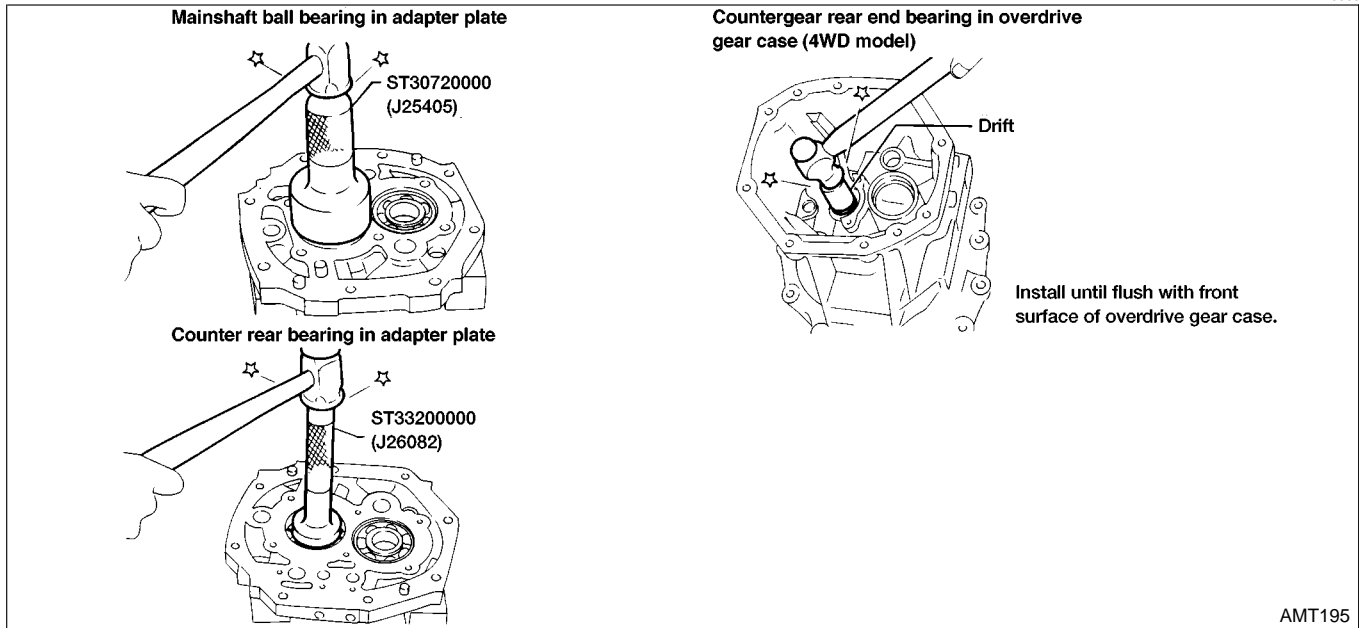
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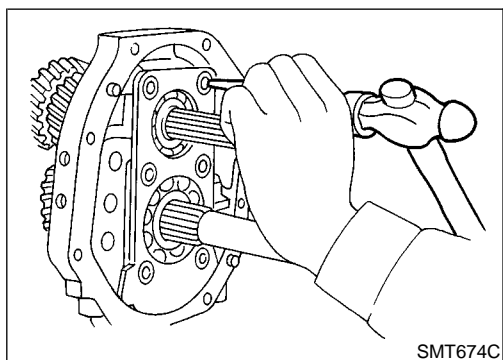
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Gear Components ASSEMBLY

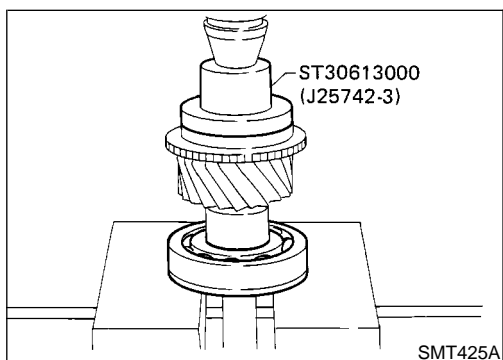
NEMT0063



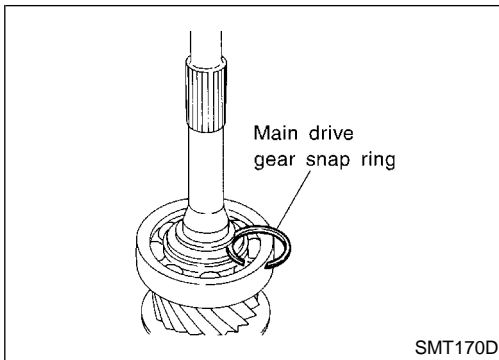
1. Install bearings into case components.
2. Assemble adapter plate parts.
 - Install oil gutter on adapter plate and expand on rear side.
 - Install bearing retainer.
 - a. Insert reverse idler shaft, then install bearing retainer.



- b. Tighten each screw, then stake each one at two points.



3. Install main drive gear ball bearing.
 - a. Press main drive gear ball bearing.



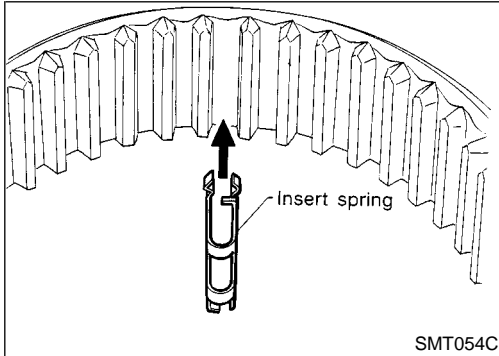
- b. Select and install proper main drive gear snap ring to achieve proper clearance of groove.

Allowable clearance of groove:

0 - 0.13 mm (0 - 0.0051 in)

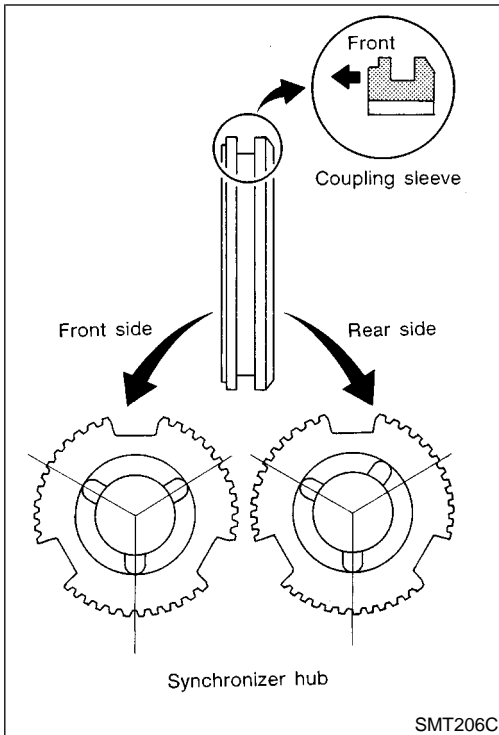
Main drive gear bearing snap ring:

Refer to SDS, MT-35.



4. Assemble synchronizers.

- 1st and 2nd (2WD model) synchronizer



- Check coupling sleeve and synchronizer hub orientation.

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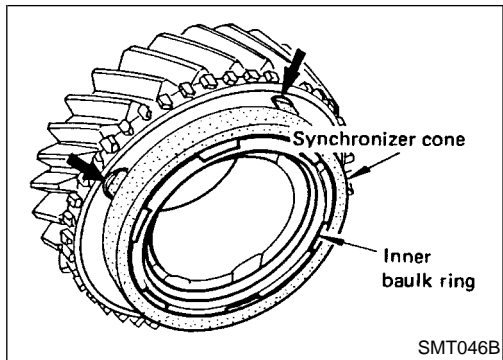
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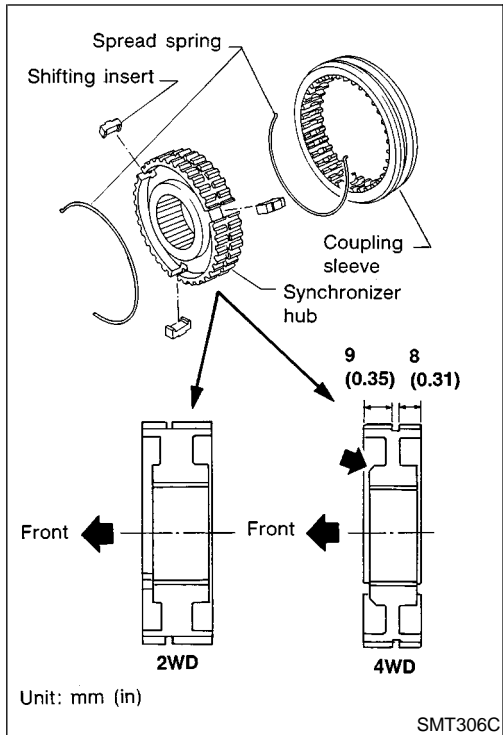
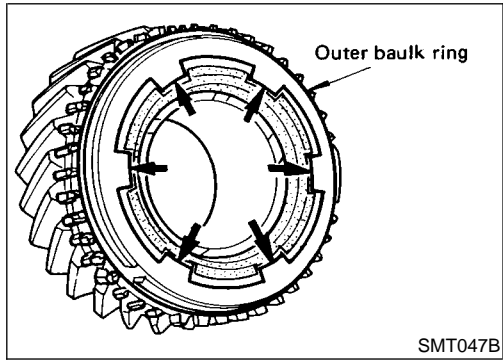
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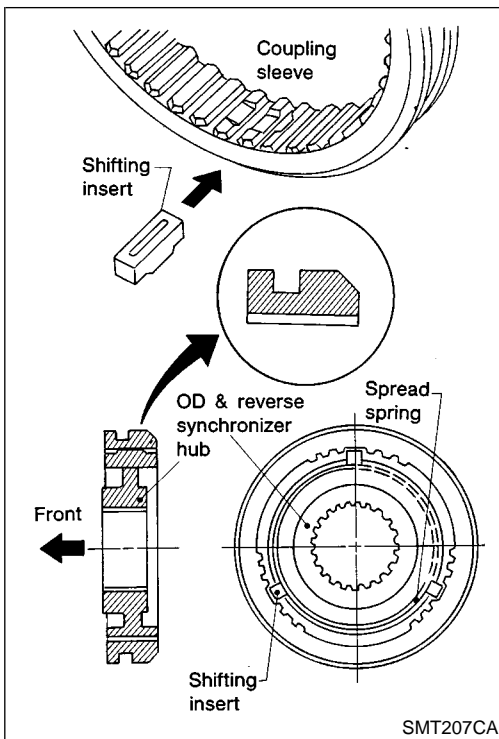
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- 2nd double baulk ring type synchronizer.– 4WD model



- 3rd & 4th synchronizer
- **The three synchronizer gutters should be at the rear.**



- Overdrive & reverse synchronizer

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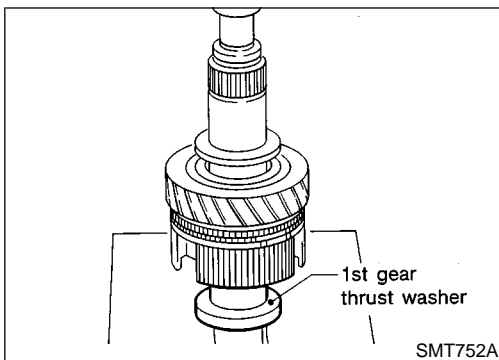
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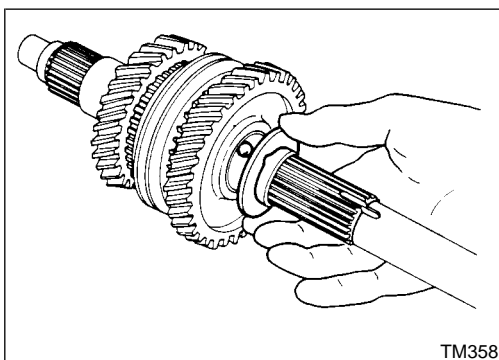
5. Assemble front side components to mainshaft.
 - a. Install 2nd main gear, needle bearing and 1st & 2nd synchronizer assembly; then press 1st gear bushing on mainshaft.
 - b. Install 1st main gear.

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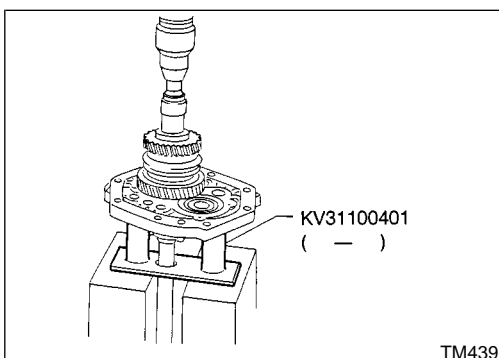
- c. Install steel ball and 1st gear washer.
 - **Before installation, apply multi-purpose grease to steel ball and to both sides of the 1st gear washer.**

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6. Install mainshaft and counter gear on adapter plate and main drive gear on mainshaft as follows:
 - a. Press mainshaft assembly into adapter plate using Tool.

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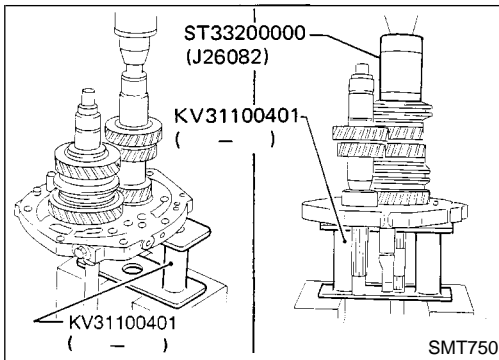
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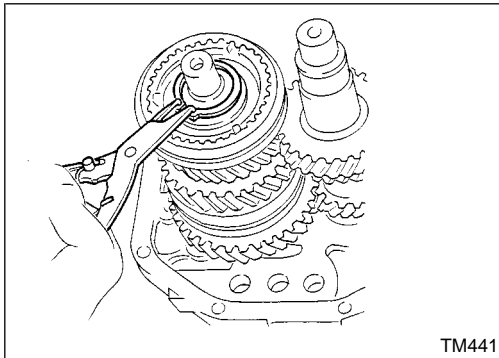
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Gear Components (Cont'd)



- b. Press counter gear into adapter plate using Tool.
- c. Install 3rd main gear and needle bearing, then press 3rd & 4th synchronizer assembly onto mainshaft.
- **Pay attention to the direction of 3rd & 4th synchronizer.**



- d. Install front mainshaft snap ring.
Select proper front mainshaft snap ring to achieve proper clearance of groove.

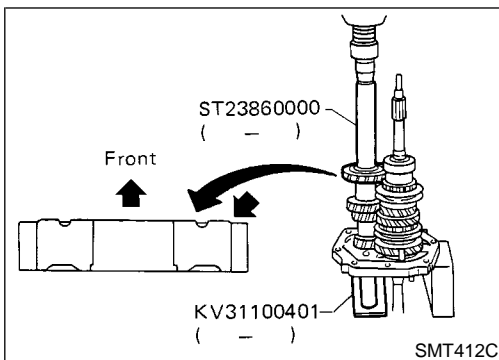
Allowable clearance of groove:

0 - 0.18 mm (0 - 0.0071 in)

Mainshaft front snap ring:

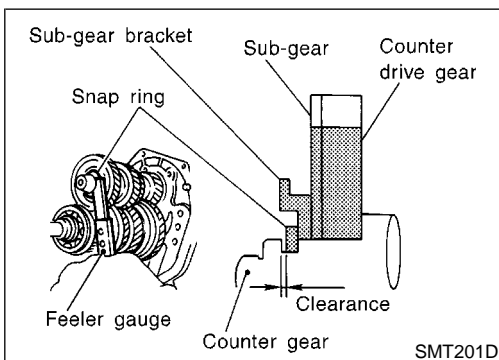
Refer to SDS, MT-35.

- e. Apply gear oil to mainshaft pilot bearing and install it on mainshaft.



- f. Press counter drive gear together with main drive gear using Tool.

- **Pay attention to the direction of counter drive gear.**



- g. Install sub-gear components.

- i. Install sub-gear and sub-gear bracket on counter drive gear and then select proper snap ring that will minimize clearance of groove in counter gear.

- **Do not install sub-gear spring at this time.**

Allowable clearance of groove:

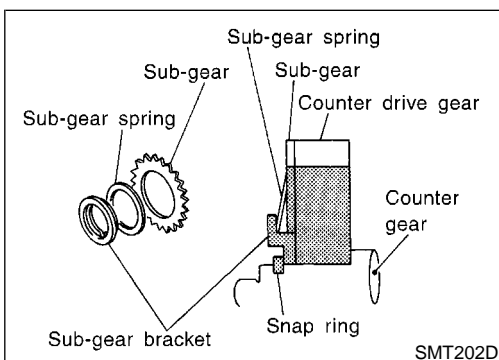
0 - 0.18 mm (0 - 0.0071 in)

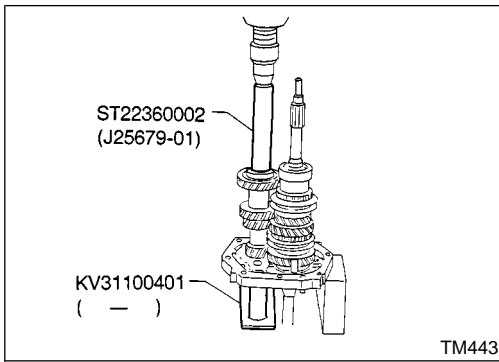
Counter drive gear snap ring:

Refer to SDS, MT-35.

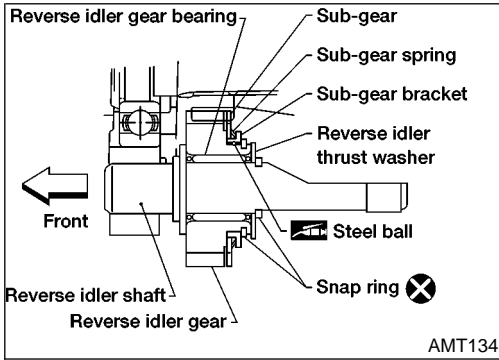
- ii. Remove snap ring, sub-gear bracket and sub-gear from counter gear.

- iii. Reinstall sub-gear, sub-gear spring, sub-gear bracket and snap ring.



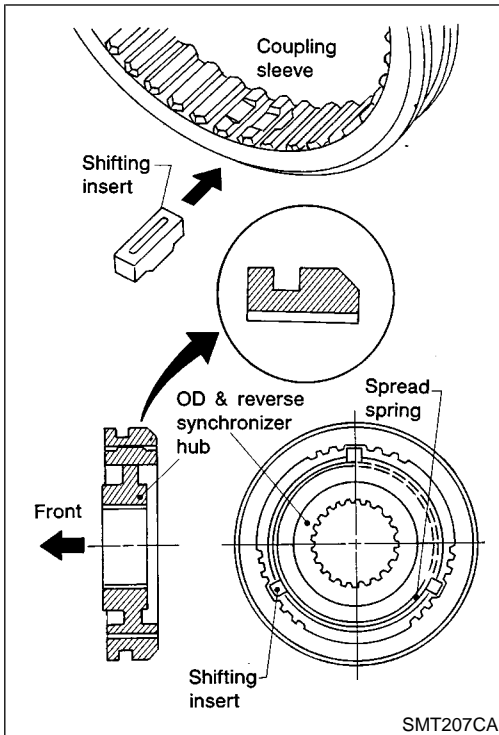


h. Press counter/gear front bearing onto counter gear using Tool.



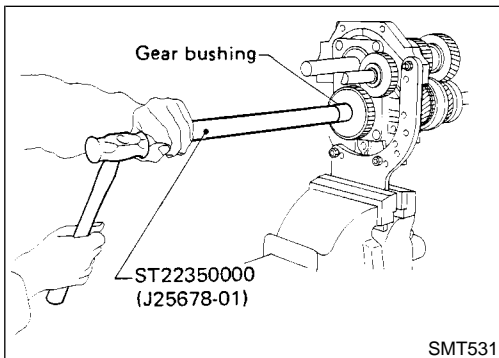
7. Install rear side components on mainshaft and counter gear as follows:

- a. Install sub-gear parts (sub-gear, sub-gear spring, sub-gear bracket, steel ball and snap ring) on the reverse idler gear.
- b. Install reverse idler gear to reverse idler shaft along with reverse idler thrust washer, snap rings and reverse idler gear bearing.



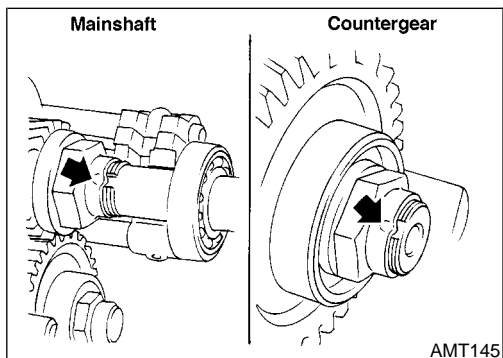
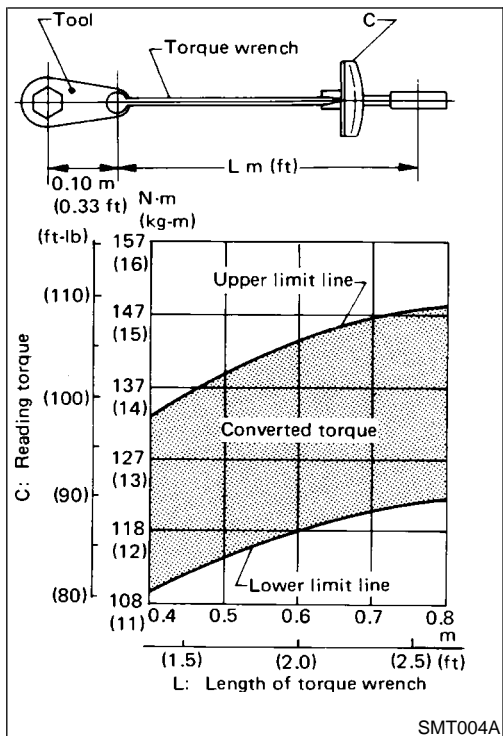
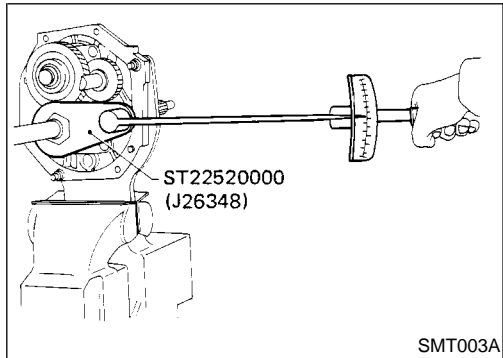
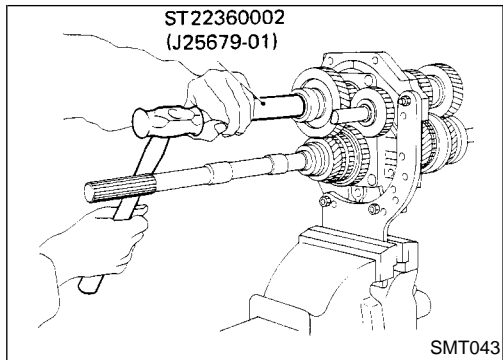
c. Install bushing, reverse main gear and overdrive & reverse synchronizer to mainshaft.

- **Pay attention to the direction of synchronizer hub.**

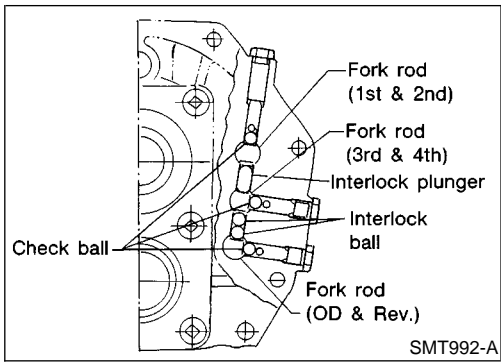


- d. Install overdrive gear bushing to mainshaft using Tool.
- e. Install overdrive main gear and needle bearing to mainshaft.
- f. Install spacer, reverse counter gear and overdrive counter gear to counter/gear.
 - **O/D main gear and O/D counter gear should be handled as a matched set.**
- g. Install washer, roller bearing, steel roller and thrust washer.
- h. Tighten mainshaft lock nut temporarily.
 - **Always use new lock nut.**

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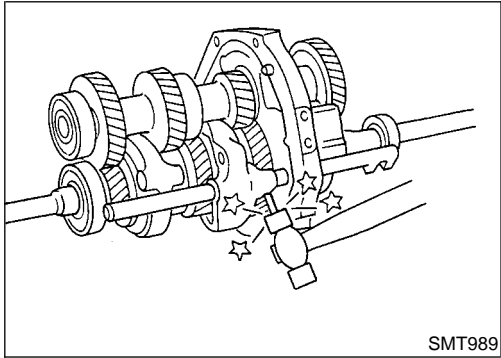
- i. Install counter/gear rear end bearing using Tool.
- 8. Mesh 2nd and reverse gears, then tighten mainshaft lock nut using Tool.
 - **Always use new lock nut.**
Mainshaft lock nut:
 : 137 - 167 N·m (14.0 - 17.0 kg·m, 101 - 123 ft·lb)
 - Use the chart shown at left to determine the proper reading torque.
 (Length of torque wrench vs. setting or reading torque)
 Reference: Formula to convert torque wrench indication to the true torque value:
 $T = (0.1 \text{ m (0.33 ft)} + L) / L \times C$
 If the specified torque is T kg·m (ft·lb), the torque wrench scale indication C is determined using the following formula.
 $C = (T \times L) / (0.1 \text{ m (0.33 ft)} + L)$
- 9. Tighten counter gear lock nut.
 - **Always use new lock nut.**
Counter gear lock nut:
 : 98 - 127 N·m (10.0 - 13.0 kg·m, 72 - 94 ft·lb)
- 10. Stake mainshaft lock nut and counter gear lock nut using a punch.
- 11. Measure gear end play. Refer to "Gear Components", "DISASSEMBLY", MT-19.
- 12. Install snap ring and O/D mainshaft bearing, then snap ring.
 - Allowable clearance:**
 0 - 0.14 mm (0 - 0.0055 in)
 - O/D mainshaft bearing snap ring:**
 Refer to SDS, MT-36.



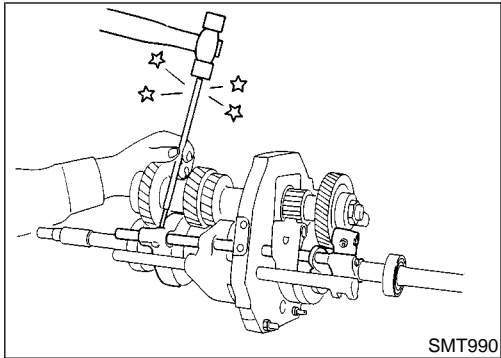
Shift Control Components

ASSEMBLY

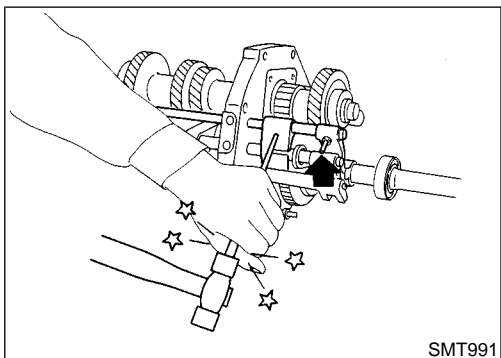
1. Install fork rods, interlock plunger, interlock balls and check balls. NEMT0064



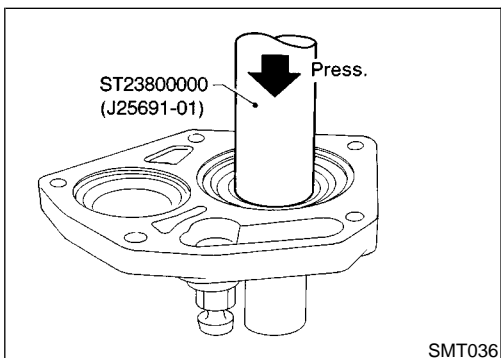
2. Install 1st & 2nd shift fork, then drive in retaining pin.



3. Install 3rd & 4th shift fork, then drive in retaining pin.



4. Install overdrive & reverse shift fork, then drive in retaining pin.



Case Components

ASSEMBLY

1. Install front cover oil seal using Tool. NEMT0065
 - Apply multi-purpose grease to seal lip.

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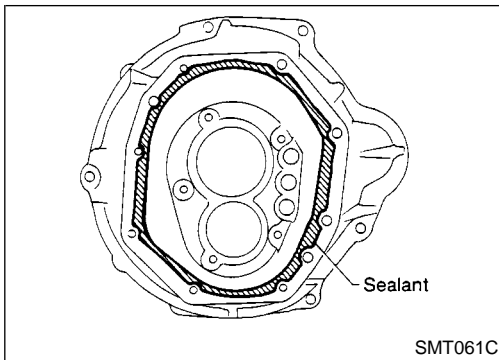
HA

SC

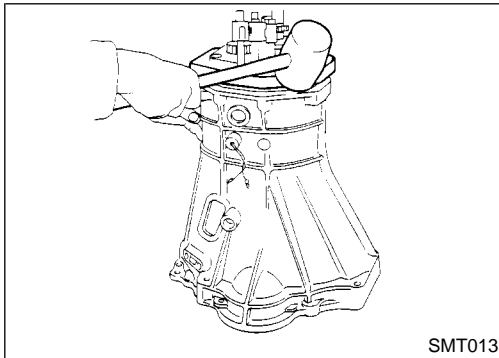
EL

IDX

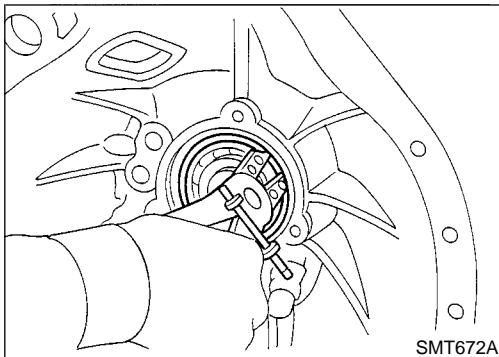
Case Components (Cont'd)



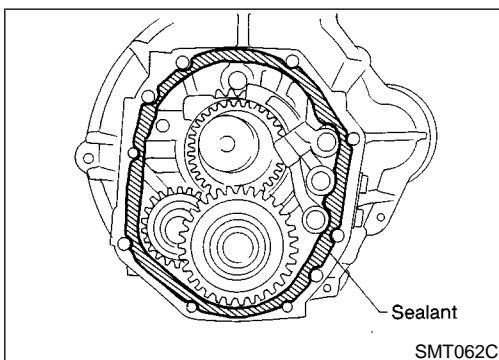
2. Apply sealant to mating surface of transmission case as shown in the figure at left.
 - **Use genuine anaerobic liquid gasket, Three Bond TB1215, Loctite Part No. 51813 or equivalent.**



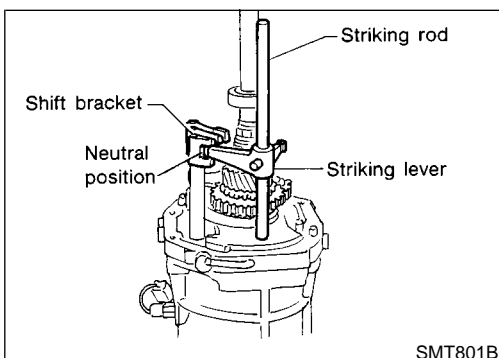
3. Slide gear assembly onto adapter plate by lightly tapping it using a soft hammer.



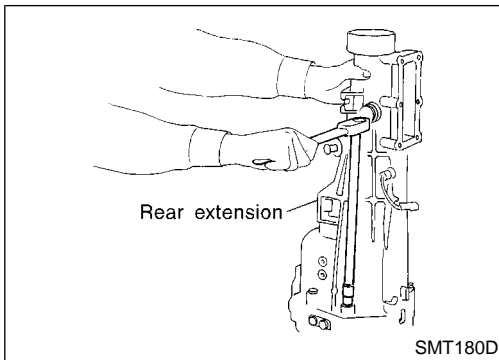
4. Install main drive gear ball bearing snap ring.



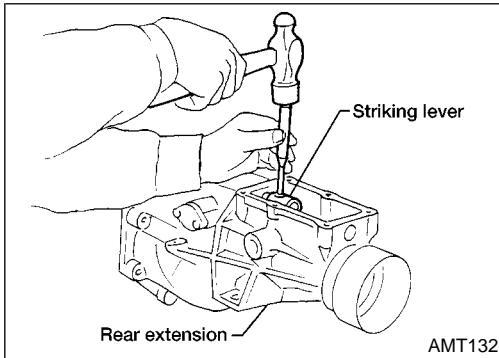
5. Apply sealant to mating surface of adapter plate as shown at left.
 - **Use genuine anaerobic liquid gasket Three Bond TB1215, Loctite Part No. 51813 or equivalent.**



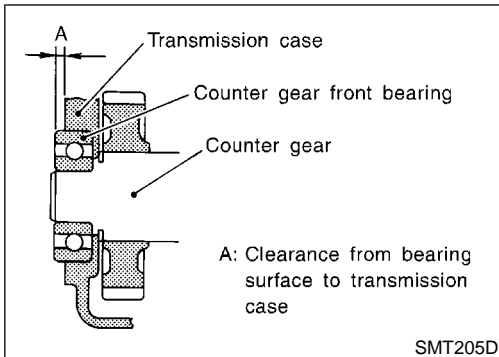
6. Place shift forks in neutral position.
7. Install striking lever and rod onto adapter plate and align striking lever with shift brackets.



8. Install rear extension.
 - Tighten mounting bolts equally in a criss-cross pattern.

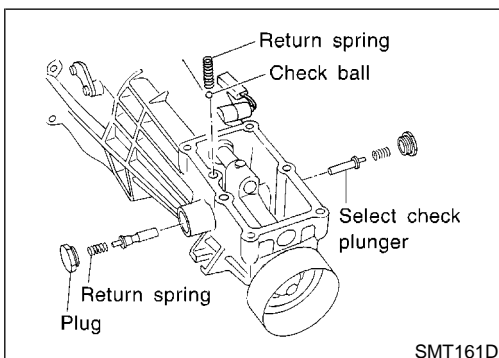


9. Install striking lever retaining pin.



10. Select counter gear front bearing shim.
 - Allowable clearance (A) from bearing surface to transmission case:**
0 - 0.16 mm (0 - 0.0063 in)
 - Countershaft front bearing shim:**
Refer to SDS, MT-36.

11. Install gasket and front cover.



12. Install check ball, return springs, select check plungers and plugs.
13. Install control housing and gasket.

GI

MA

EM

LC

EC

FE

CL

MT

AT

TF

PD

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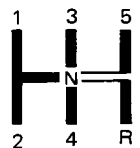
SC

EL

IDX

General Specifications

NEMT0066

Applied model		KA24DE	
		2WD	4WD
Transmission		FS5W71C	
Number of speed		5	
Shift pattern			
Synchronesh type		Warner	
Gear ratio	1st	3.321	3.592
	2nd	1.902	2.246
	3rd	1.308	1.415
	4th	1.000	1.000
	O/D	0.838	0.821
	Reverse	3.382	3.657
Mainshaft (Number of teeth)	Drive	22	21
	1st	33	33
	2nd	27	28
	3rd	26	26
	O/D	22	21
	Reverse	36	36
Countershaft gear (Number of teeth)	Drive	31	32
	1st	14	14
	2nd	20	19
	3rd	28	28
	O/D	37	39
	Reverse	15	15
Reverse idler gear (Number of teeth)		21	21
Oil capacity ℓ (US pt, Imp pt)		2.0 (4-1/4, 3-1/2)	4.9 (10-3/8, 8-5/8)
Remarks	Double baulk ring type synchronizer, Reverse synchronizer		
	sub-gear		
	Sub-gear set installs countergear and reverse idler shaft.		

Gear End Play

NEMT0067
Unit: mm (in)

1st gear	0.31 - 0.41 (0.0122 - 0.0161)
2nd gear	0.11 - 0.21 (0.0043 - 0.0083)
3rd gear	0.11 - 0.21 (0.0043 - 0.0083)
Overdrive gear	0.24 - 0.41 (0.0094 - 0.0161)

SERVICE DATA AND SPECIFICATIONS (SDS)

FS5W71C

Clearance Between Baulk Ring and Gear

Clearance Between Baulk Ring and Gear

NEMT0068
Unit: mm (in)

Standard	1st & 2nd (2WD)	1.20 - 1.60 (0.0472 - 0.0630)
	3rd & main drive	1.20 - 1.60 (0.0472 - 0.0630)
	Overdrive	1.20 - 1.60 (0.0472 - 0.0630)
	Reverse	1.10 - 1.55 (0.0433 - 0.0610)
Wear limit	1st & 2nd (2WD)	0.80 (0.0315)
	3rd & main drive	0.80 (0.0315)
	Overdrive	0.80 (0.0315)
	Reverse	0.70 (0.0276)

2nd Baulk Ring (4WD model)

NEMT0068S01

Dimension	Standard	Wear limit
A	0.7 - 0.9 (0.028 - 0.035)	0.2 (0.008)
B	0.6 - 1.1 (0.024 - 0.043)	

Available Snap Rings

NEMT0069

MAIN DRIVE GEAR BEARING

NEMT0068S01
Unit: mm (in)

Allowable clearance 0 - 0.13 (0 - 0.0051)

Thickness	Part number*
1.87 (0.0736)	32204-78001
1.94 (0.0764)	32204-78002
2.01 (0.0791)	32204-78003

*Always check with the Parts Department for the latest parts information.

MAINSHAFT FRONT

NEMT0069S02
Unit: mm (in)

Allowable clearance 0 - 0.18 (0 - 0.0071)

Thickness	Part number*
2.4 (0.094)	32263-V5200
2.5 (0.098)	32263-V5201

*Always check with the Parts Department for the latest parts information.

COUNTER DRIVE GEAR

NEMT0069S03
Unit: mm (in)

Allowable clearance 0 - 0.18 (0 - 0.0071)

Thickness	Part number*
1.4 (0.055)	32215-E9000
1.5 (0.059)	32215-E9001
1.6 (0.063)	32215-E9002

*Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

FS5W71C

Available Snap Rings (Cont'd)

O/D MAINSHAFT BEARING (2WD MODEL)

NEMT0068S04
Unit: mm (in)

Allowable clearance 0 - 0.14 (0 - 0.0055)	
Thickness	Part number*
1.1 (0.043)	32228-20100
1.2 (0.047)	32228-20101
1.3 (0.051)	32228-20102
1.4 (0.055)	32228-20103

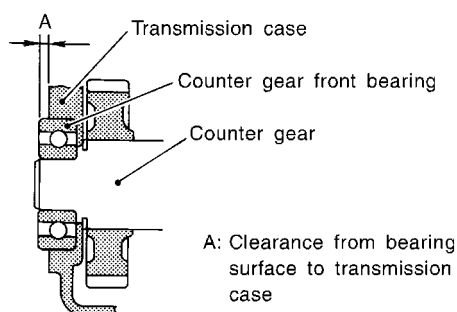
*Always check with the Parts Department for the latest parts information.

Available Shims

COUNTERSHAFT FRONT BEARING

NEMT0070

NEMT0070S01
Unit: mm (in)



SMT205D

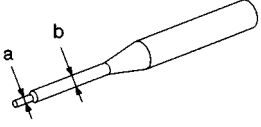
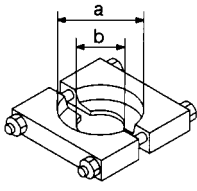
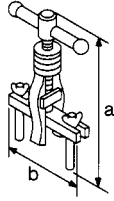
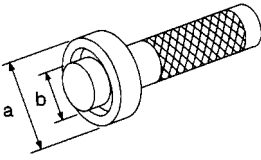
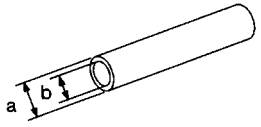
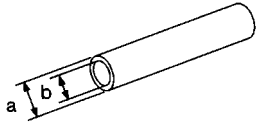
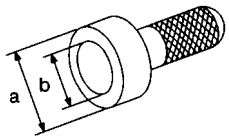
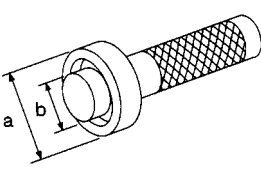
"A"	Thickness of shim	Part number*
4.52 - 4.71 (0.1780 - 0.1854)	Not necessary	
4.42 - 4.51 (0.1740 - 0.1776)	0.1 (0.004)	32218-V5000
4.32 - 4.41 (0.1701 - 0.1736)	0.2 (0.008)	32218-V5001
4.22 - 4.31 (0.1661 - 0.1697)	0.3 (0.012)	32218-V5002
4.12 - 4.21 (0.1622 - 0.1657)	0.4 (0.016)	32218-V5003
4.02 - 4.11 (0.1583 - 0.1618)	0.5 (0.020)	32218-V5004
3.92 - 4.01 (0.1543 - 0.1579)	0.6 (0.024)	32218-V5005

*Always check with the Parts Department for the latest parts information.

Special Service Tools

NEMT0001

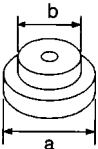
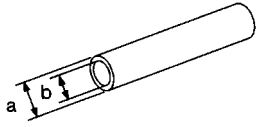
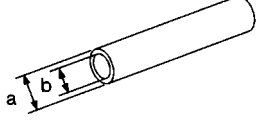
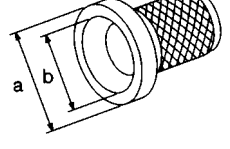
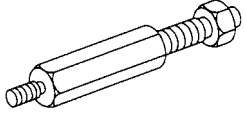
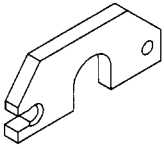
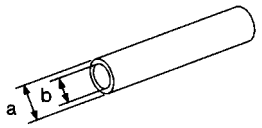
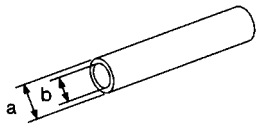
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description		
ST23540000 (J25689-A) Pin punch		Removing and installing retaining pin a: 2.3 mm (0.091 in) dia. b: 4 mm (0.16 in) dia.	GI MA EM LC
ST30031000 (J22912-01) Puller		Removing 1st & 2nd synchronizer assembly Removing counter gear rear thrust bearing Removing main drive bearing a: 90 mm (3.54 in) dia. b: 50 mm (1.97 in) dia.	EC FE
ST33290001 (J25810-A) Puller		Removing rear oil seal a: 250 mm (9.84 in) b: 160 mm (6.30 in)	CL MT AT
ST33230000 (—) Drift		Removing mainshaft and counter gear a: 51 mm (2.01 in) dia. b: 28.5 mm (1.122 in) dia.	TF PD AX
ST22350000 (J25678-01) Drift		Removing counter gear front bearing (Use with KV38100300) a: 34 mm (1.34 in) dia. b: 28 mm (1.10 in) dia.	SU BR
KV38100300 (J25523) Drift		Removing counter gear front bearing (Use with ST22350000) Installing counter gear rear bearing a: 54 mm (2.13 in) dia. b: 32 mm (1.26 in) dia.	ST RS
ST30720000 1 (J34286) 2 (J34331) Drift		1 Removing mainshaft front bearing 2 Installing mainshaft front bearing a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.	BT HA
ST33210000 1 (J25523) 2 (J25803-01) Drift		1 Installing counter gear front bearing 2 Installing front cover oil seal a: 44 mm (1.73 in) dia. b: 24.5 mm (0.965 in) dia.	SC EL IDX

PREPARATION

FS5R30A

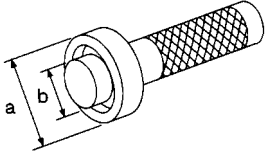
Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description	
ST30613000 (J25742-3) Drift		Installing main drive gear bearing a: 72 mm (2.83 in) dia. b: 48 mm (1.89 in) dia.
NT073		
ST37750000 1 (J34286) 2 (J34332) 3 (J34334) 4 (J25679-01) Drift		<ol style="list-style-type: none"> 1 Removing counter gear rear bearing 2 Installing O/D gear bushing 2 Removing and installing mainshaft rear bearing (4WD model) 2 Installing reverse cone 3 Installing reverse counter gear 4 Installing counter gear rear end bearing a: 40 mm (1.57 in) dia. b: 31 mm (1.22 in) dia.
NT065		
ST22452000 (J34337) Drift		Installing reverse hub Installing mainshaft rear bearing (2WD model) a: 45 mm (1.77 in) dia. b: 36 mm (1.42 in) dia.
NT065		
ST33400001 (J26082) Drift		Installing rear oil seal a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia.
NT086		
(J26349-3) Puller leg		Installing mainshaft and counter gear (Use with J34328)
NT078		
(J34328) Puller		Installing mainshaft and counter gear (Use with J26349-3)
NT079		
(J26092) Drift		Installing sub-gear snap ring a: 44.5 mm (1.752 in) dia. b: 38.5 mm (1.516 in) dia.
NT065		
(J34342) Drift		Installing O/D main gear Installing reverse gear bushing a: 44.5 mm (1.752 in) dia. b: 40.5 mm (1.594 in) dia.
NT065		

PREPARATION

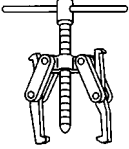
FS5R30A

Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description	GI
ST33220000 (J25804-01) Drift	 <p data-bbox="948 279 1276 359">Installing mainshaft rear bearing a: 37 mm (1.46 in) dia. b: 22 mm (0.87 in) dia.</p> <p data-bbox="412 457 472 474">NT084</p>	MA EM

Commercial Service Tool

NEMT0002

Tool name	Description	LC
Puller	 <p data-bbox="948 615 1430 722">Removing counter gear rear end bearing Removing mainshaft rear bearing (2WD model) Removing reverse synchronizer hub Removing reverse counter gear</p> <p data-bbox="412 785 472 802">NT077</p>	EC FE CL

MT

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NEMT0023

FS5R30A

NVH Troubleshooting Chart

NVH Troubleshooting Chart

NEMT0023S01

Use the chart below to help you find the cause of the problem. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

MANUAL TRANSMISSION

NEMT0023S0101

Reference page		Refer to MA-35 ("Checking M/T Oil", "CHASSIS AND BODY MAINTENANCE").											
SUSPECTED PARTS (Possible cause)		OIL (Level low)	OIL (Wrong)	OIL (Level too high)	GASKET (Damaged)	OIL SEAL (Worn or damaged)	O-RING (Worn or damaged)	CHECK PLUG RETURN SPRING AND CHECK BALL (Worn or damaged)	SHIFT FORK (Worn)	GEAR (Worn or damaged)	BEARING (Worn or damaged)	BAULK RING (Worn or damaged)	INSERT SPRING (Damaged)
Symptom	Noise	1	2							3	3		
	Oil leakage		3	1	2	2	2						
	Hard to shift or will not shift		1	1								2	2
	Jumps out of gear							1	2	2			

DESCRIPTION

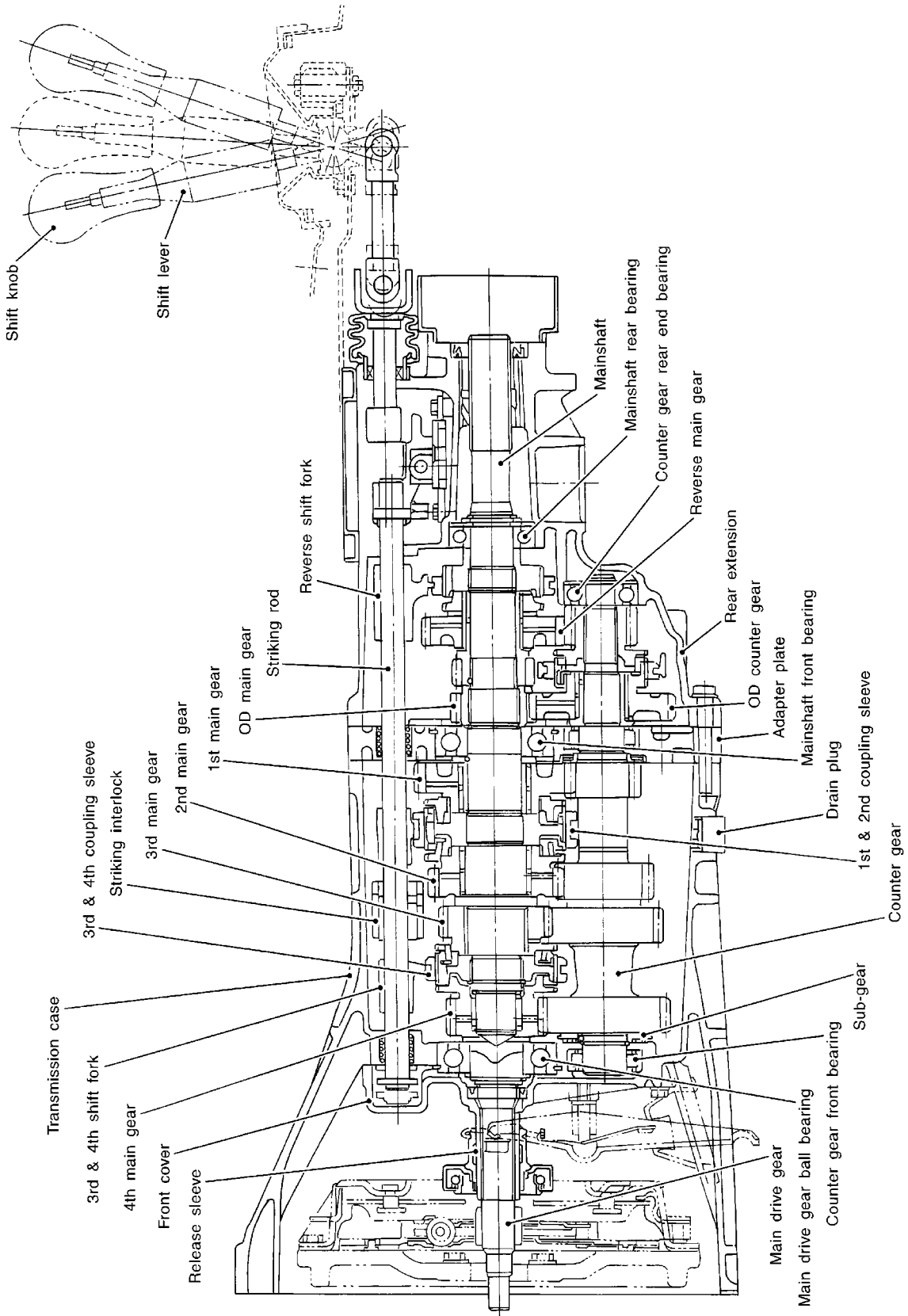
NEMT0005

FS5R30A

Cross-sectional View — 2WD Model

Cross-sectional View — 2WD Model

NEMT0005S01



GI

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SMT209D

MT-41

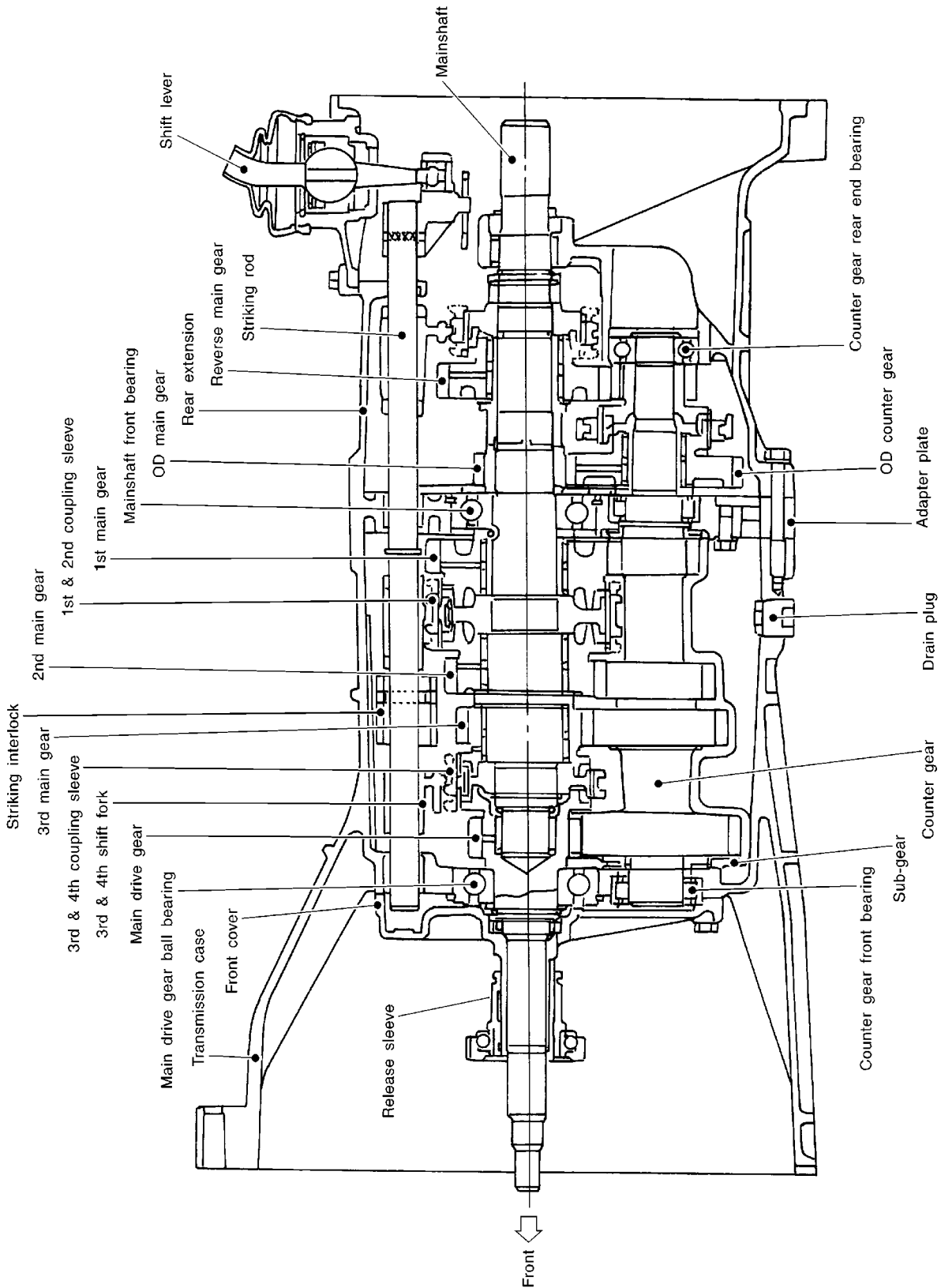
DESCRIPTION

FS5R30A

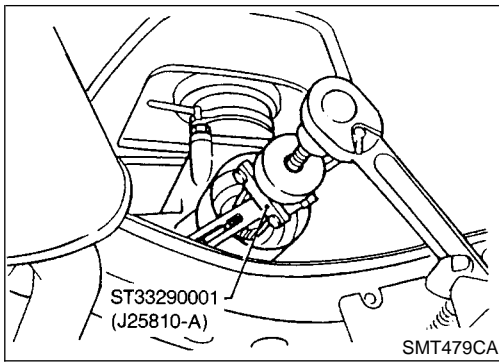
Cross-sectional View — 4WD Model

Cross-sectional View — 4WD Model

NEMT0005S02



SMT320D



Replacing Rear Oil Seal — 2WD Model

REMOVAL

NEMT0003

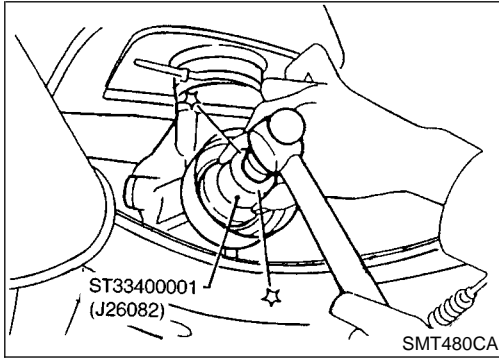
NEMT0003S01

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INSTALLATION

NEMT0003S02

EC

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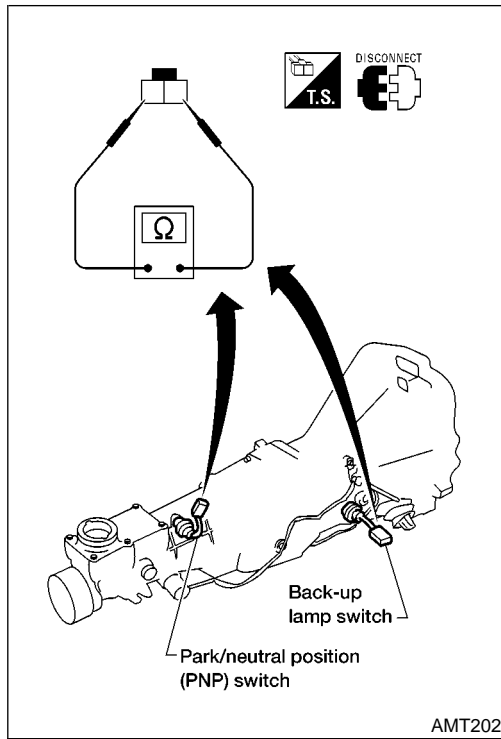
HA

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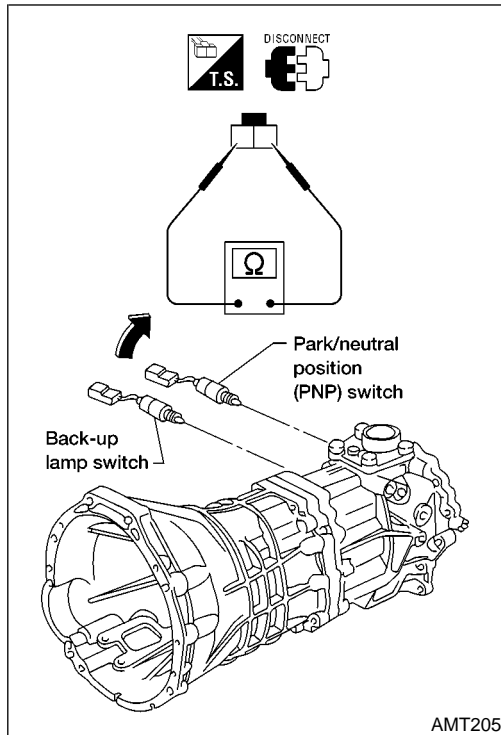
Position Switch Check



Position Switch Check

NEMT0004

Switch	Gear position	Continuity
Back-up lamp switch	Reverse	Yes
	Except reverse	No
Park/neutral position (PNP) switch	Neutral	Yes
	Except neutral	No

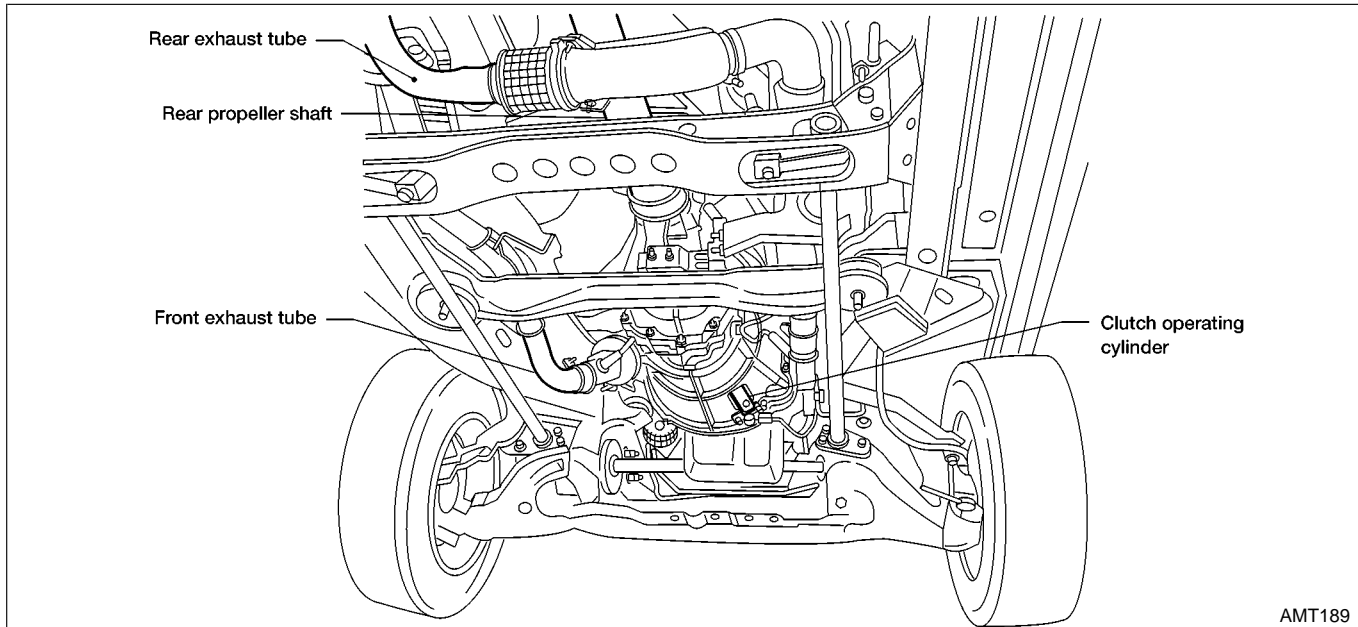


Removal

NEMT0006S01

CAUTION:

When removing the M/T assembly from engine, first remove the crankshaft position sensor (OBD) from the M/T assembly. Be careful not to damage sensor edge.

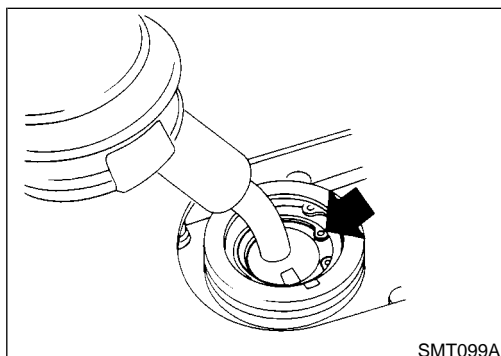


AMT189

2WD MODEL

NEMT0006S0101

1. Remove battery negative terminal.
2. Remove shift lever with control housing from transmission.
3. Remove crankshaft position sensor (OBD) from upper side of transmission case.
4. Remove clutch operating cylinder from transmission. Tighten clutch operating cylinder to the specified torque. Refer to "CLUTCH SYSTEM", **CL-5**.
5. Disconnect speed sensor, back-up lamp switch, rear heated oxygen sensor and park/neutral position (PNP) switch harness connectors.
6. Remove starter motor from transmission.
🔧 : 41 - 52 N·m (4.2 - 5.3 kg-m, 30 - 38 ft-lb)
7. Remove propeller shaft. Refer to "PROPELLER SHAFT", **PD-5**.
 - Insert plug into rear oil seal after removing propeller shaft.
 - Be careful not to damage spline, sleeve yoke and rear oil seal when removing propeller shaft.
8. Remove gussets from transmission or engine.
9. Remove exhaust tube mounting bracket from transmission. Refer to "EXHAUST SYSTEM", **FE-9**.
10. Support manual transmission with a jack.
11. Remove rear mounting member. Tighten rear mounting member to the specified torque. Refer to "Engine Mounting", **EM-102**.
12. Lower manual transmission as much as possible.



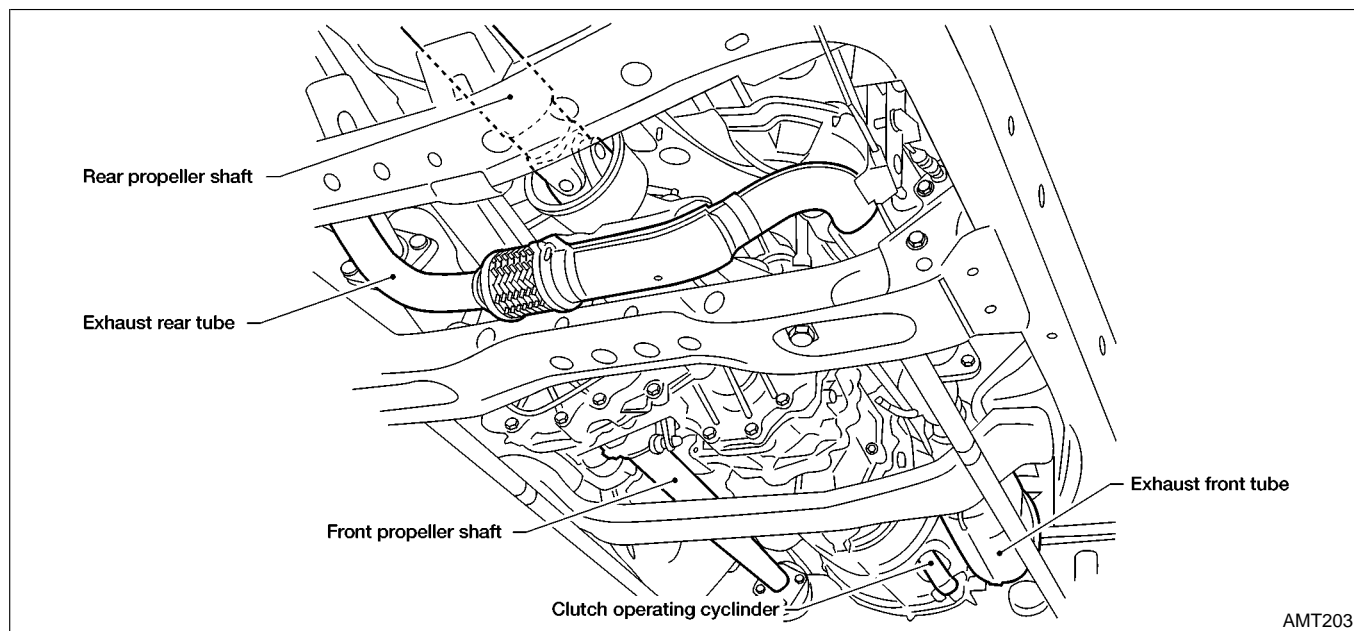
SMT099A

WARNING:

Support Manual Transmission together with transfer, while removing it.

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IDX

Removal (Cont'd)



AMT203

4WD MODEL

NEMT0006S0102

1. Remove battery negative terminal.
2. Remove shift lever from transmission and control lever from transfer.
3. Remove clutch operating cylinder from transmission. Tighten clutch operating cylinder to the specified torque. Refer to "CLUTCH SYSTEM", **CL-5**.
4. Disconnect speed sensor, back-up lamp switch, rear heated oxygen sensor and Park/neutral position (PNP) switch harness connectors.
5. Remove starter motor from transmission.
🔧 : 41 - 52 N·m (4.2 - 5.3 kg·m, 30 - 38 ft·lb)
6. Remove front and rear propeller shafts. Refer to "PROPELLER SHAFT", **PD-5**.
 - Insert plug into rear oil seal after removing propeller shaft.
 - Be careful not to damage spline, sleeve yoke and rear oil seal when removing propeller shaft.
7. Remove exhaust tube mounting bracket from transmission. Refer to "EXHAUST SYSTEM", **FE-9**.
8. Remove front exhaust tubes and center pipe.
9. Remove torsion bars and mounts.
10. Remove rear torsion bar cross mounts.
11. Remove gussets from transmission or engine.
12. Support manual transmission with a jack.
13. Remove rear mounting member. Tighten rear mounting member to the specified torque. Refer to "Engine Mounting", **EM-102**.
14. Lower manual transmission as much as possible.

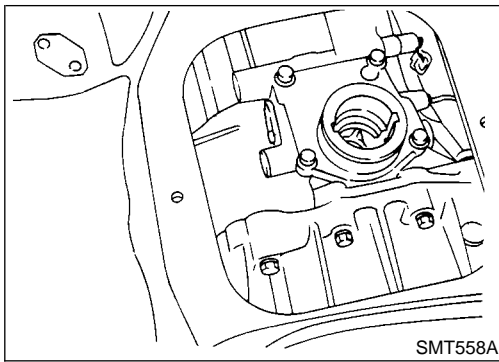
WARNING:

Support Manual Transmission together with transfer, while removing it.

REMOVAL AND INSTALLATION

FS5R30A

Removal (Cont'd)



15. Remove crankshaft position sensor (OBD) from upper side of transmission case.

16. Remove transmission bolts.

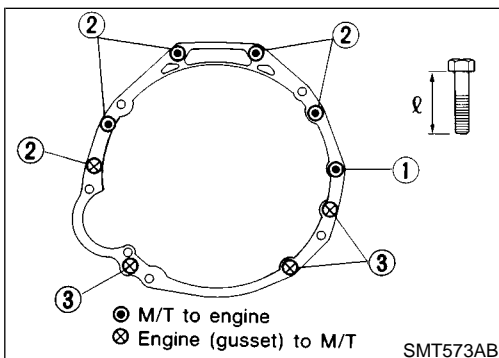
WARNING:

Support Manual Transmission together with transfer, while removing it.

Installation

1. Apply sealant as below: — 4WD model

NEMT0006S02



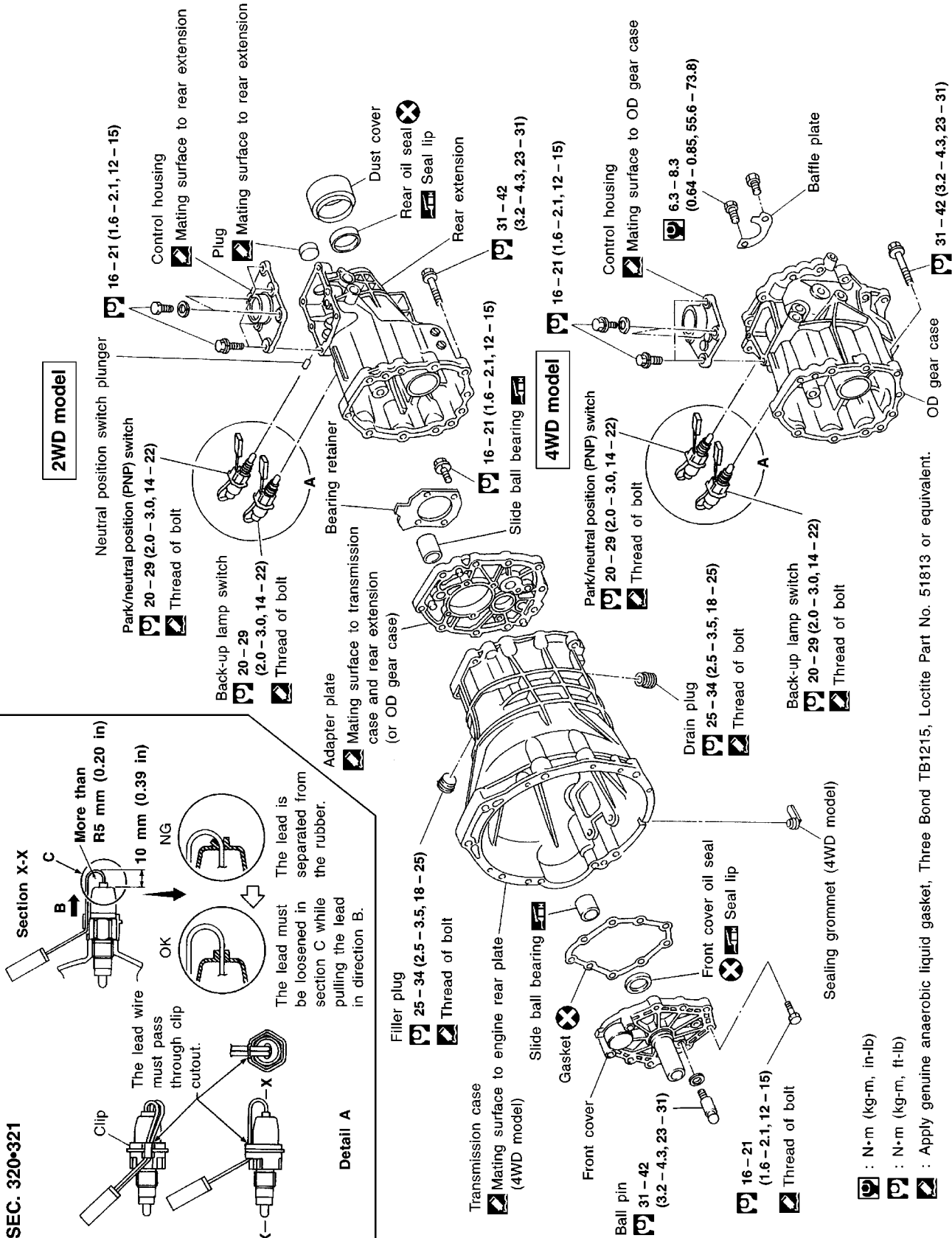
2. Tighten bolt securing transmission.

Bolt No.	Tightening torque N-m (kg-m, ft-lb)	ℓ mm (in)
1	39 - 49 (4.0 - 5.0, 29 - 36)	65 (2.56)
2	39 - 49 (4.0 - 5.0, 29 - 36)	58 (2.28)
3	29 - 39 (3.0 - 4.0, 22 - 29)	25 (0.98)
Gusset to engine	29 - 39 (3.0 - 4.0, 22 - 29)	20 (0.79)

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OVERHAUL

Case Components



SEC. 320*321

- : N·m (kg-m, in-lb)
- : N·m (kg-m, ft-lb)
- : Apply genuine anaerobic liquid gasket, Three Bond TB1215, Loctite Part No. 51813 or equivalent.

Gear Components

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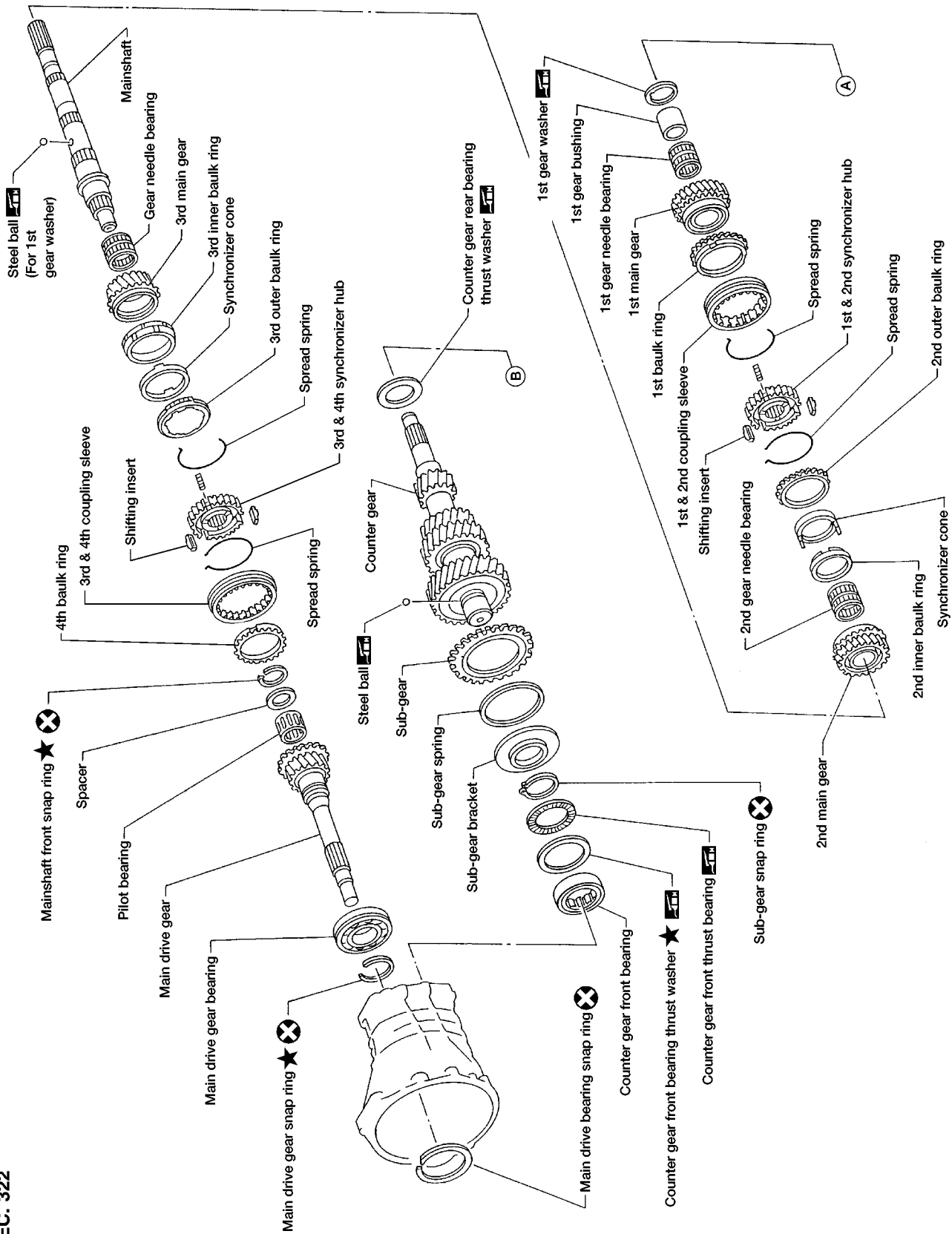
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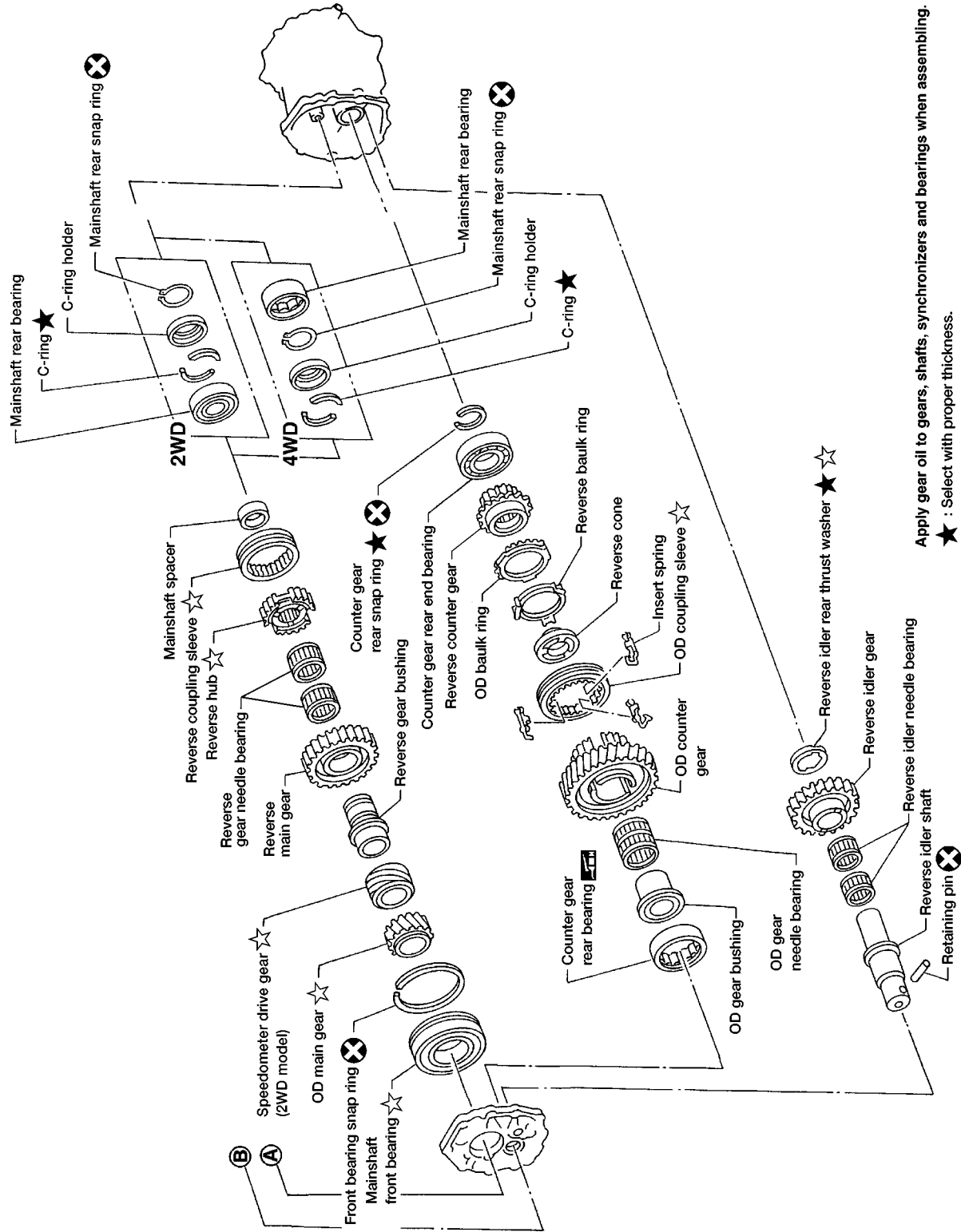
SEC. 322



OVERHAUL

FS5R30A

Gear Components (Cont'd)



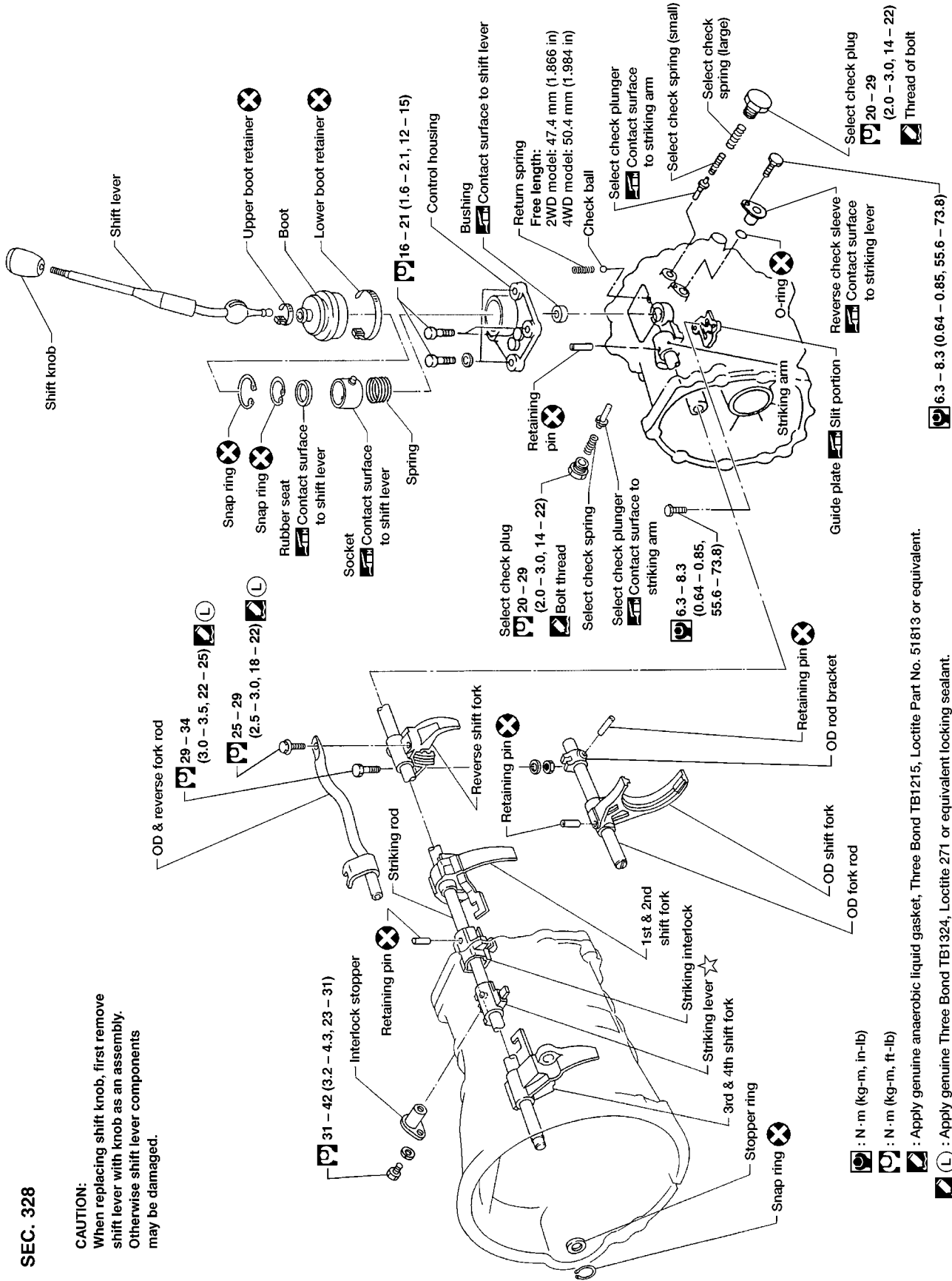
SEC. 322

AMT188

MT-50

Shift Control Components (2/4WD models)

NEMT0007S03



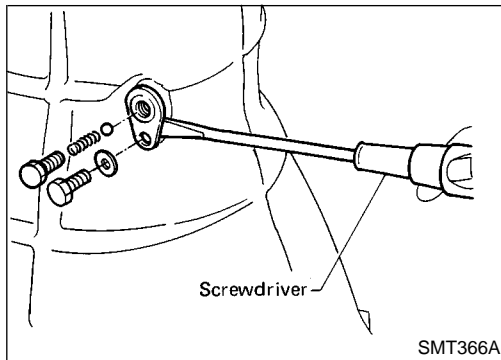
SEC. 328

CAUTION:
When replacing shift knob, first remove shift lever with knob as an assembly. Otherwise shift lever components may be damaged.

- : N·m (kg-m, in-lb)
- : N·m (kg-m, ft-lb)
- : Apply genuine anaerobic liquid gasket, Three Bond TB1215, Loctite Part No. 51813 or equivalent.
- : Apply genuine Three Bond TB1324, Loctite 271 or equivalent locking sealant.
- : Pay attention to its direction.

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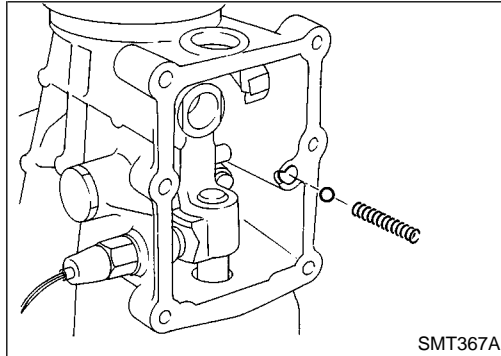
Case Components



Case Components DISASSEMBLY

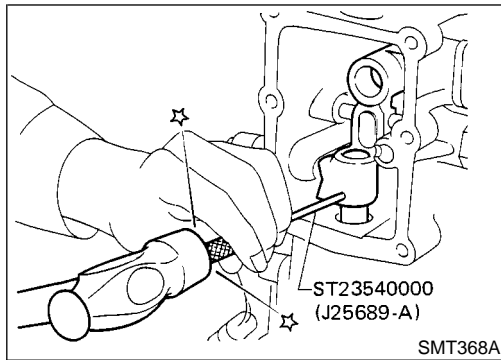
1. Remove check ball plug, check spring and check ball. ^{NEMT0008} Then remove interlock stopper.

- If interlock assembly is removed as a unit, the check ball can fall into transmission case.
- Be careful not to lose check ball.

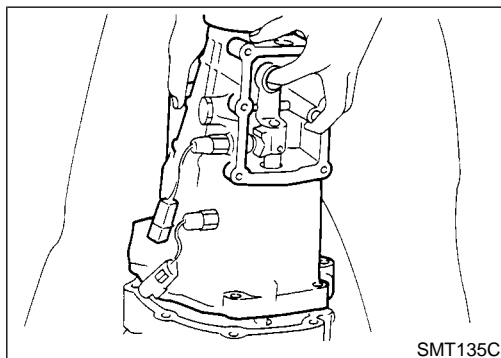


2. Remove control housing, return spring and check ball.

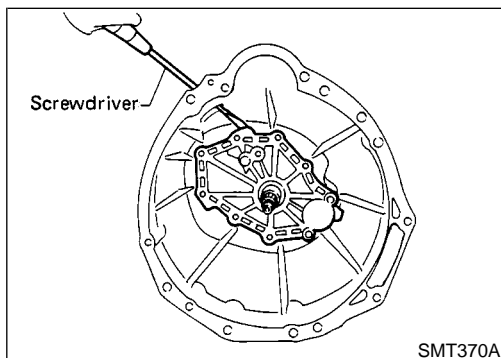
- Be careful not to lose check ball.



3. Drive out retaining pin from striking arm.



4. Remove rear extension (or O/D gear case) together with striking arm by tapping lightly.

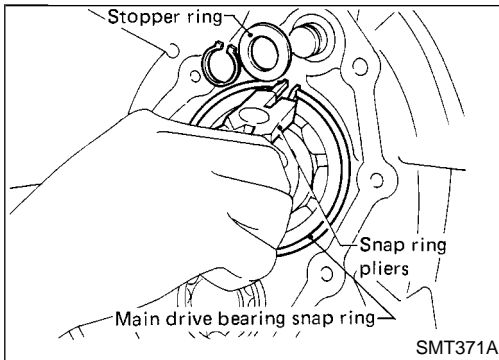


5. Remove front cover and gasket.

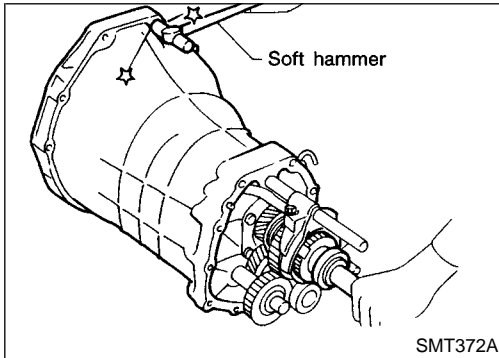
DISASSEMBLY

FS5R30A

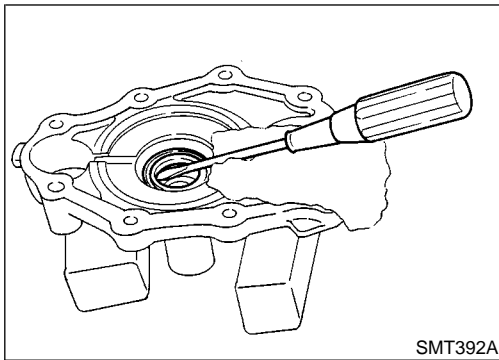
Case Components (Cont'd)



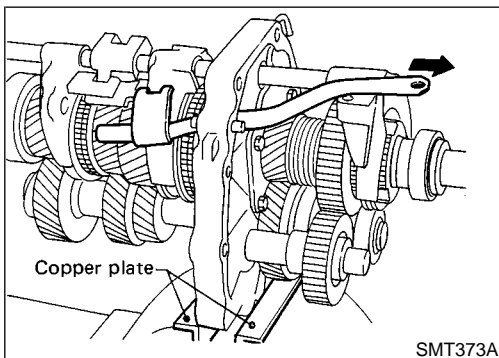
6. Remove stopper ring and main drive bearing snap ring.



7. Remove transmission case by tapping lightly.



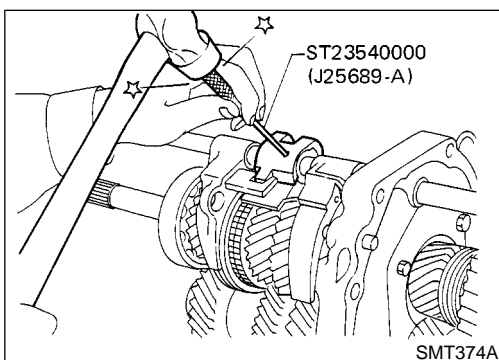
8. Remove front cover oil seal.



Shift Control Components DISASSEMBLY

1. Mount adapter plate on vise.
2. Remove O/D & reverse fork rod.

NEMT0009



3. Drive out retaining pin from striking lever.
4. While pulling out striking rod, remove striking lever and striking interlock. Then remove 1st & 2nd, 3rd & 4th and reverse shift fork.

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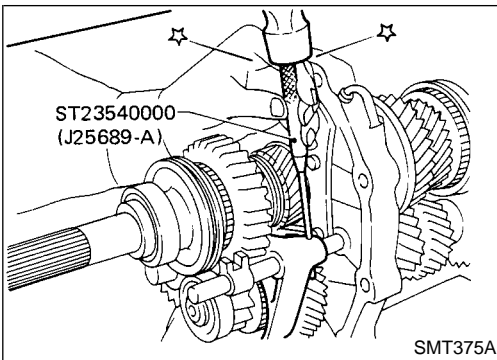
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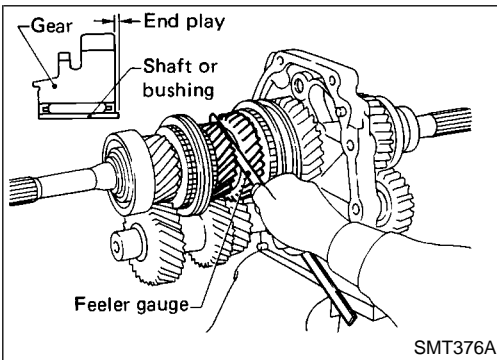
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Shift Control Components (Cont'd)



5. Drive out retaining pin from O/D shift fork.
6. Pull out O/D fork rod and then remove O/D shift fork.



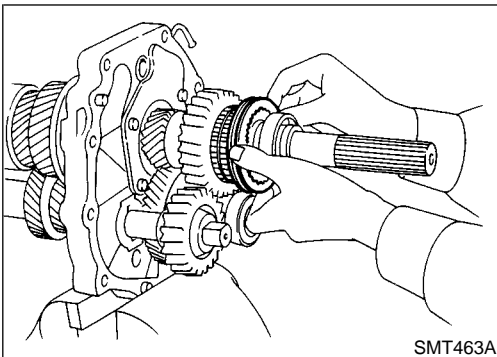
Gear Components DISASSEMBLY

NEMT0010

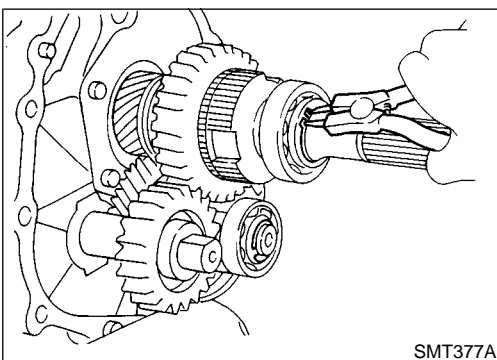
1. Before removing gears and shafts, measure each gear end play.

Gear end play:
Refer to SDS, MT-71.

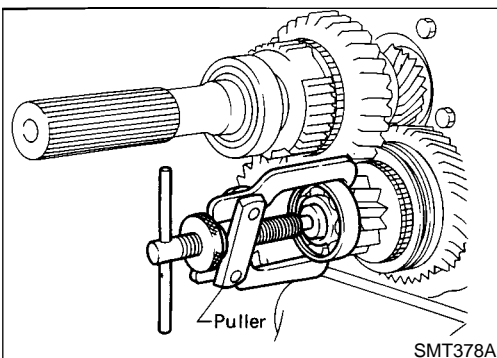
- If not within specification, disassemble and check contact surface of gear to hub, washer, bushing, needle bearing and shaft.



2. Remove rear side components on mainshaft and counter gear.
 - a. Remove reverse coupling sleeve.



- b. Remove mainshaft rear snap ring and counter gear rear snap ring.
 - c. Remove C-ring holder and mainshaft C-rings from mainshaft. Use punch and hammer to remove C-rings.

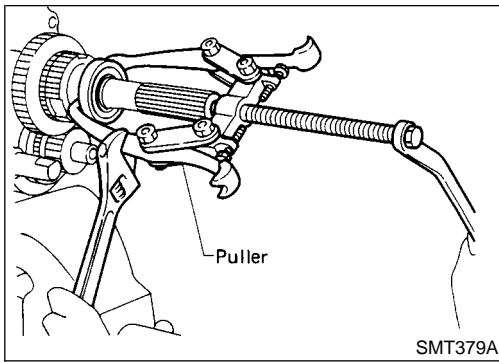


- d. Pull out counter gear rear end bearing.
 - e. Remove reverse idler gear and reverse idler thrust washers.

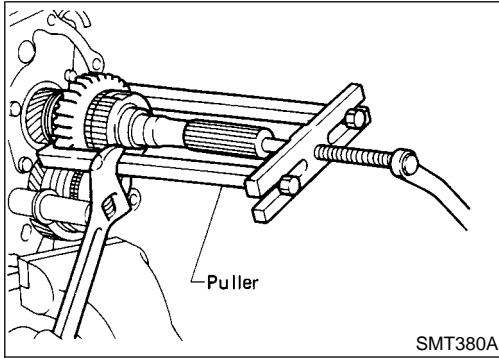
DISASSEMBLY

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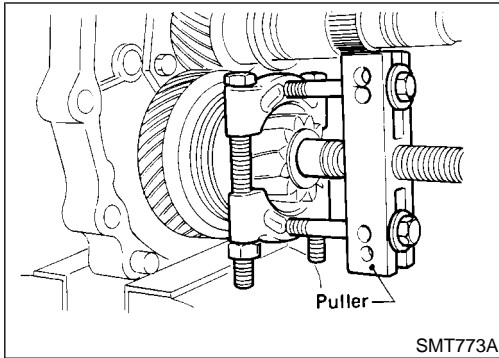
Gear Components (Cont'd)



f. Pull out mainshaft rear bearing (2WD model).

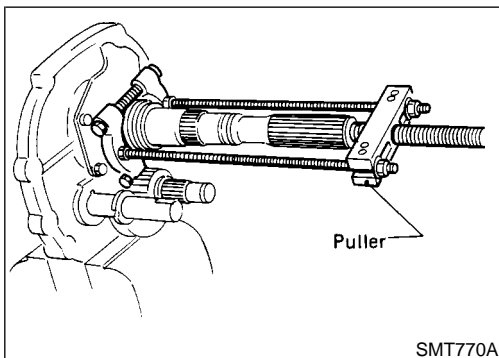


g. Pull out reverse main gear together with mainshaft spacer and reverse synchronizer hub. Then remove reverse gear needle bearings.

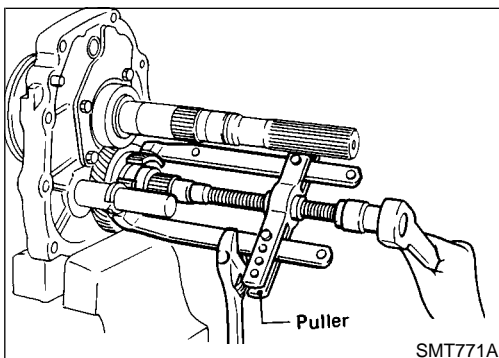


h. Pull out reverse counter gear.

i. Remove O/D coupling sleeve together with O/D baulk ring, reverse baulk ring and spring inserts.



j. Pull out reverse gear bushing.



k. Pull out O/D counter gear together with reverse cone.

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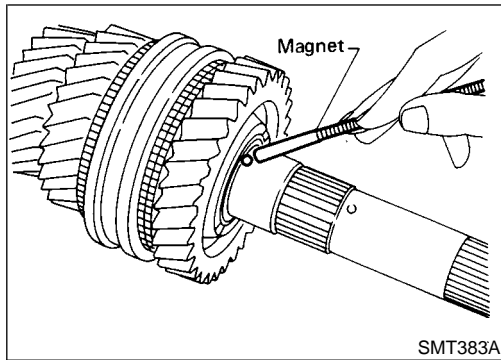
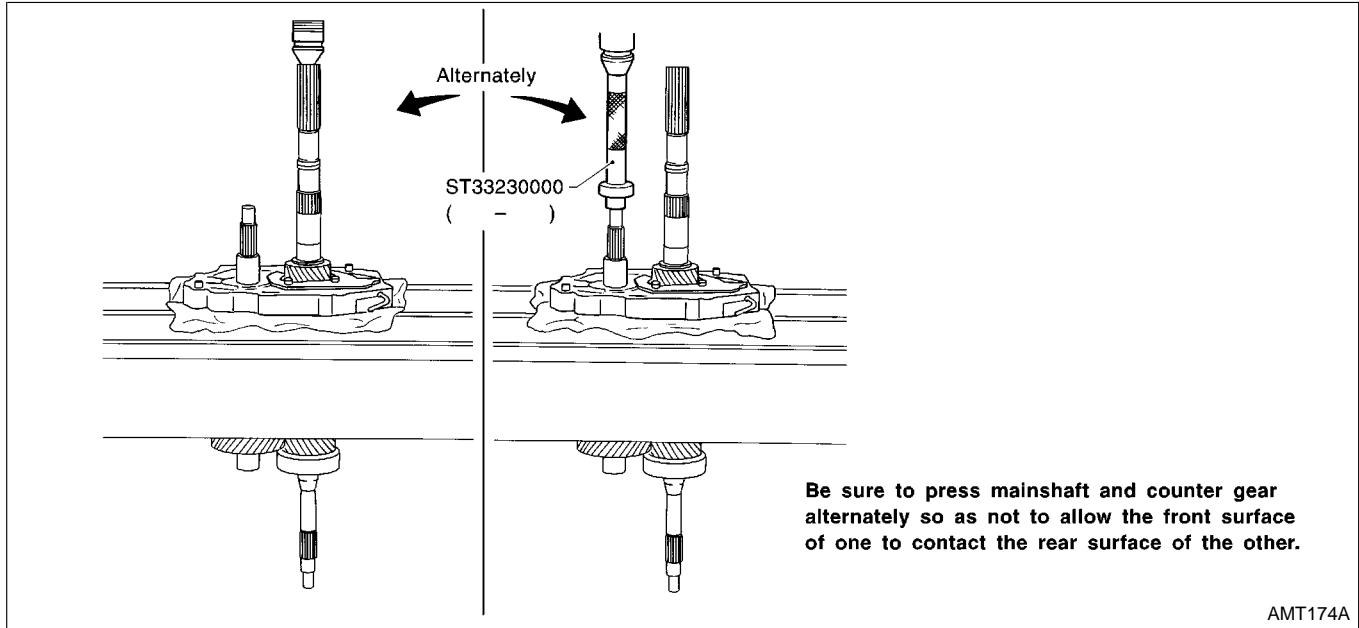
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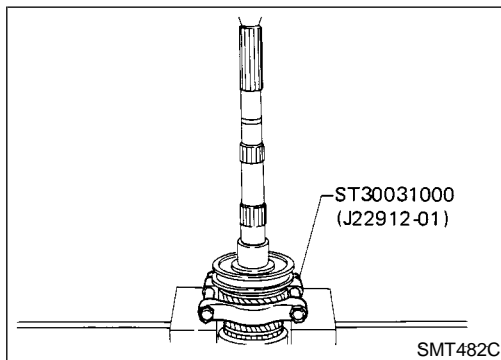
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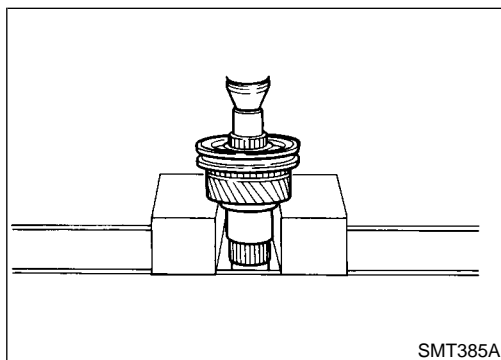
3. Press out mainshaft and counter gear alternately.



4. Remove front side components on mainshaft.
- a. Remove 1st gear washer and steel ball.
 - b. Remove 1st main gear and 1st gear needle bearing.
- **Be careful not to lose steel ball.**



- c. Press out 2nd main gear together with 1st gear bushing and 1st & 2nd synchronizer assembly.
- d. Remove mainshaft front snap ring.

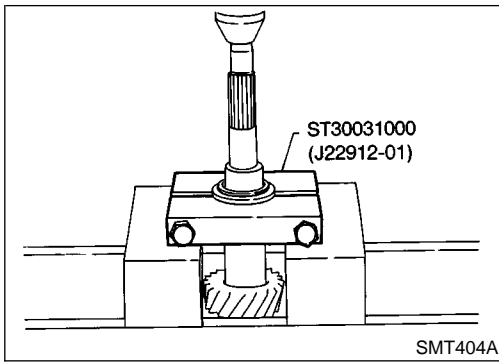


- e. Press out 3rd main gear together with 3rd & 4th synchronizer assembly and 3rd gear needle bearing.

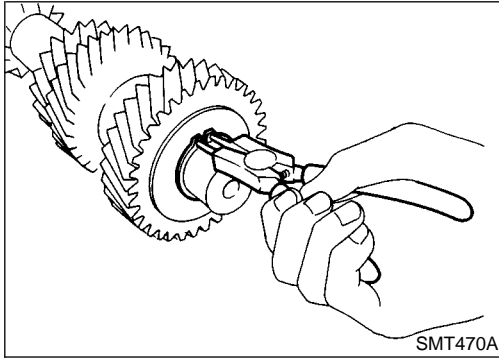
DISASSEMBLY

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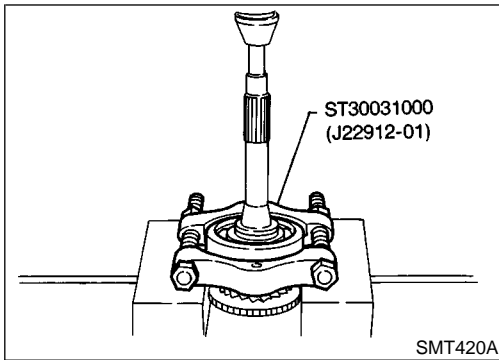
Gear Components (Cont'd)



5. Remove front side components on counter gear.
 - a. Remove counter gear rear thrust bearing.



- b. Remove sub-gear components.



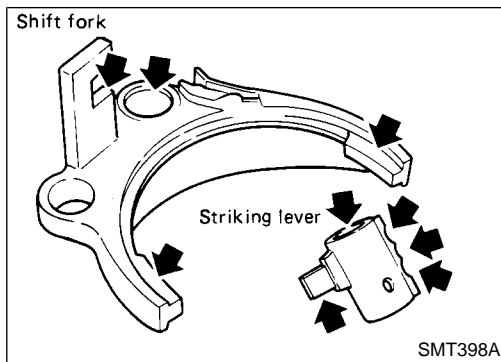
6. Remove main drive gear bearing.
 - a. Remove main drive gear snap ring.
 - b. Press out main drive gear bearing.

7. Remove bearings from case components.

<p>Counter gear front bearing in transmission case</p> <p>ST22350000 (J25678-01)</p> <p>KV38100300 (J25523)</p>	<p>Mainshaft front bearing in adapter plate</p> <p>ST30720000 (J34331)</p>
<p>Mainshaft rear bearing in OD gear case</p> <p>ST37750000 (J34332)</p>	<p>Counter gear rear bearing in adapter plate</p> <p>ST37750000 (J34286)</p>

AMT173

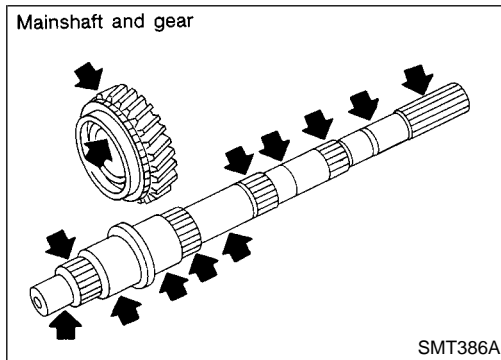
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Shift Control Components

INSPECTION

- Check contact surface and sliding surface for wear, scratches, projections or other damage. NEMT0011

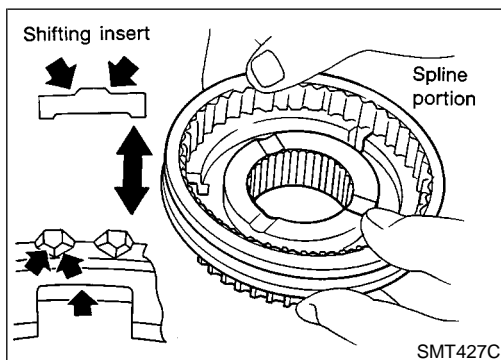
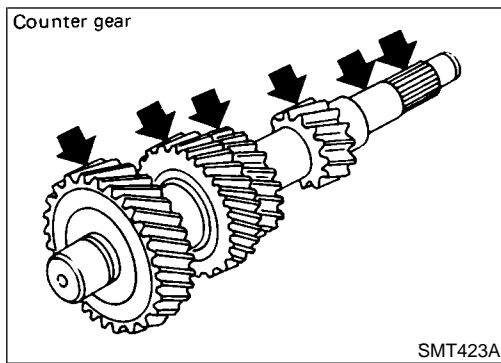


Gear Components

INSPECTION

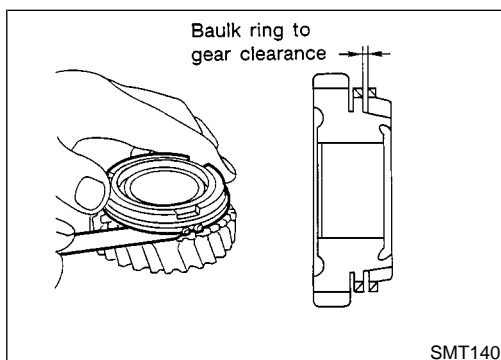
Gears and Shafts

- Check shafts for cracks, wear or bending. NEMT0012
- Check gears for excessive wear, chips or cracks. NEMT0012S01



Synchronizers

- Check spline portion of coupling sleeves, hubs, and gears for wear or cracks. NEMT0012S02
- Check baulk rings for cracks or deformation.
- Check shifting inserts for wear or deformation.
- Check insert springs for deformation.

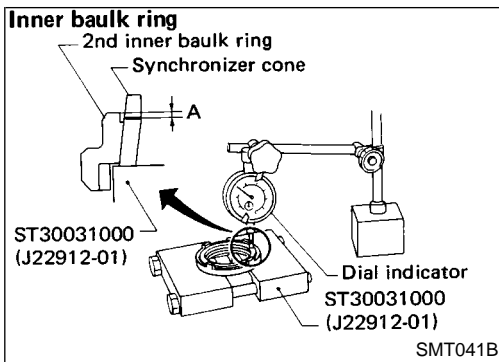


- Measure wear of main drive, 1st and O/D baulk rings.

Clearance between baulk ring and gear:

Refer to SDS, MT-71.

- If the clearance is smaller than the wear limit, replace baulk ring.



- Measure wear of 2nd and 3rd baulk rings.
- a) Place baulk rings in position on synchronizer cone.
- b) While holding baulk rings against synchronizer cone as far as it will go, measure dimensions "A" and "B".

Standard:

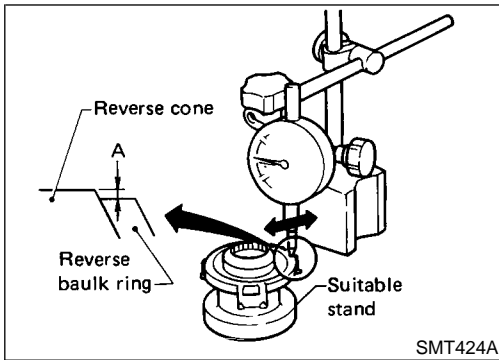
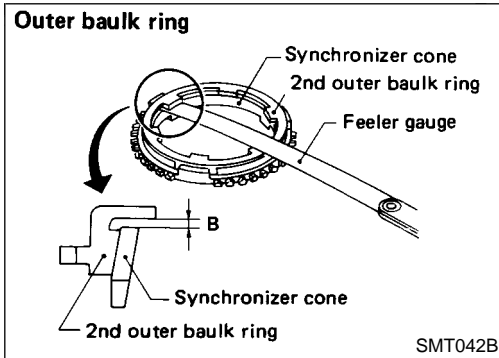
A 0.7 - 0.9 mm (0.028 - 0.035 in)

B 0.6 - 1.1 mm (0.024 - 0.043 in)

Wear limit:

0.2 mm (0.008 in)

- If dimension "A" or "B" is smaller than the wear limit, replace outer baulk ring, inner baulk ring and synchronizer cone as a set.



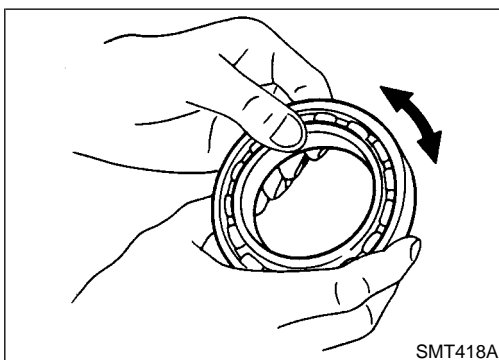
- Measure wear of reverse baulk ring.
- a) Place baulk ring in position on reverse cone.
- b) While holding baulk ring against reverse cone as far as it will go, measure dimension "A" with dial indicator.

Dimension "A":

Standard -0.1 to 0.35 mm (-0.0039 to 0.0138 in)

Wear limit 0.7 mm (0.028 in)

- c) If dimension "A" is larger than the wear limit, replace baulk ring.



Bearings

- Make sure bearings roll freely and are free from noise, crack, pitting or wear.

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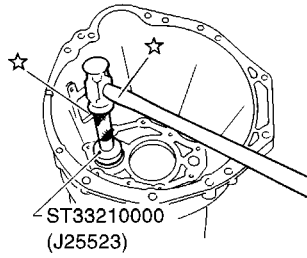
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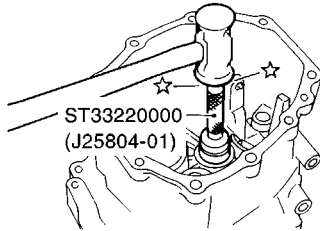
Gear Components ASSEMBLY

NEMT0013

Counter gear front bearing in transmission case

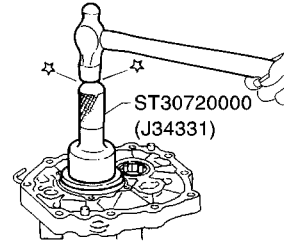


Mainshaft rear bearing in OD gear case

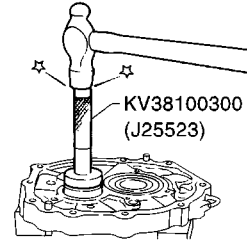


Be flush with front surface of OD gear case.

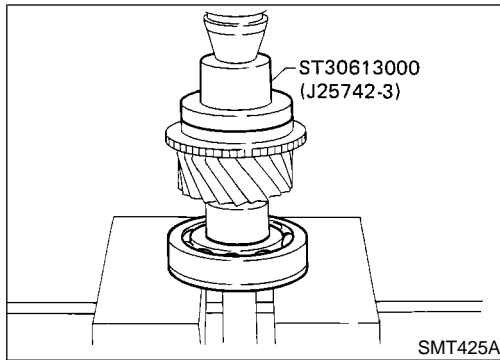
Mainshaft front bearing in adapter plate



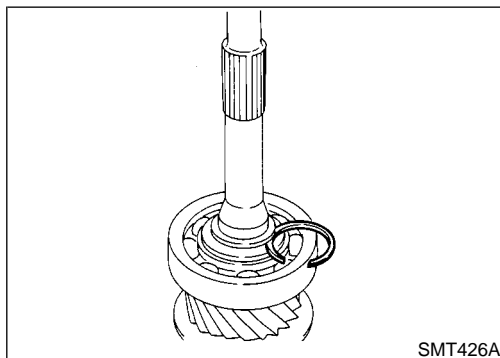
Counter gear rear bearing in adapter plate



AMT172



1. Install bearings into case components.
2. Install main drive gear bearing.
 - a. Press main drive gear bearing.



- b. Select proper main drive gear snap ring to minimize clearance of groove.

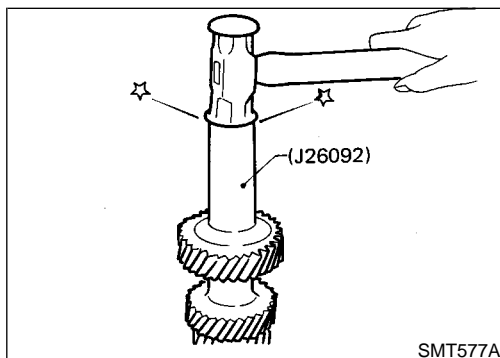
Allowable clearance of groove:

0 - 0.1 mm (0 - 0.004 in)

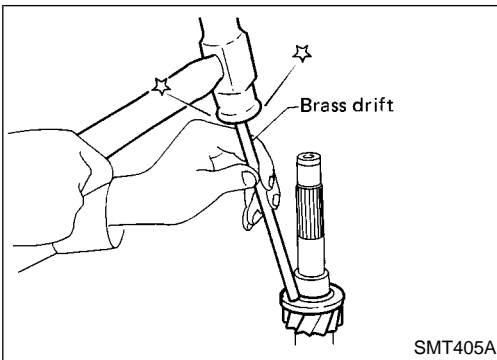
Main drive gear snap ring:

Refer to SDS, MT-72.

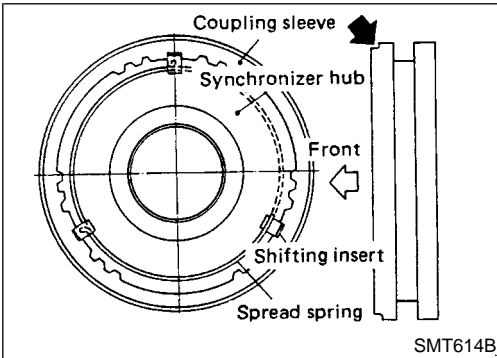
- c. Install selected snap ring on main drive gear.



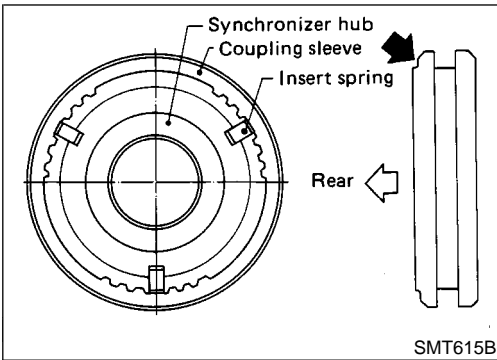
3. Install components on counter gear.
 - a. Install sub-gear components.
 - **When installing sub-gear snap ring, tap sub-gear snap ring into position on counter gear.**



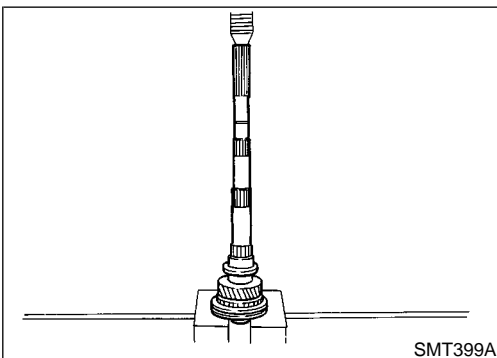
- b. Install counter gear rear thrust bearing.



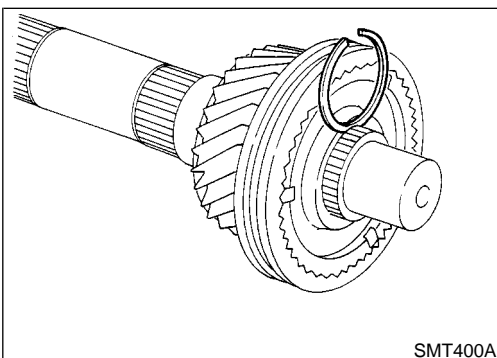
4. Install front side components on mainshaft.
a. Assemble 1st & 2nd synchronizer.



- b. Assemble 3rd & 4th synchronizer.



- c. Press on 3rd & 4th synchronizer assembly together with 3rd main gear and 3rd gear needle bearing.
● **Pay attention to direction of synchronizer assembly.**



- d. Select proper snap ring to minimize clearance of groove.
Allowable clearance of groove:
0 - 0.1 mm (0 - 0.004 in)
Mainshaft front snap ring:
Refer to SDS, MT-72.
e. Install selected snap ring on mainshaft.

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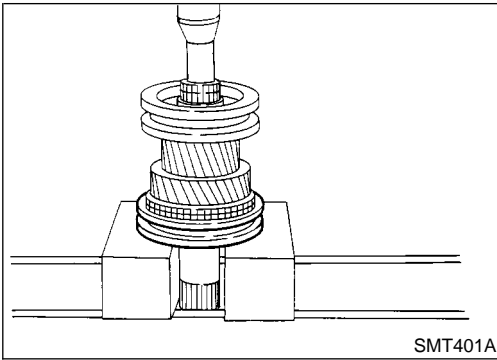
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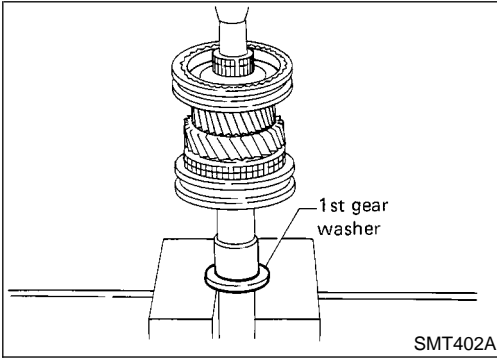
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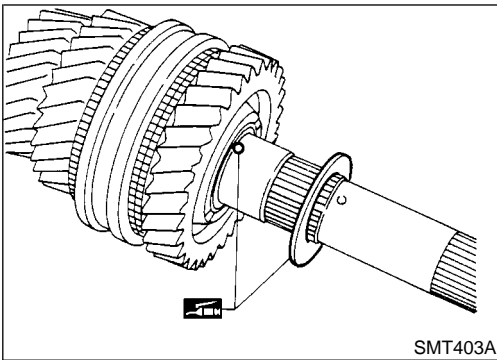
Gear Components (Cont'd)



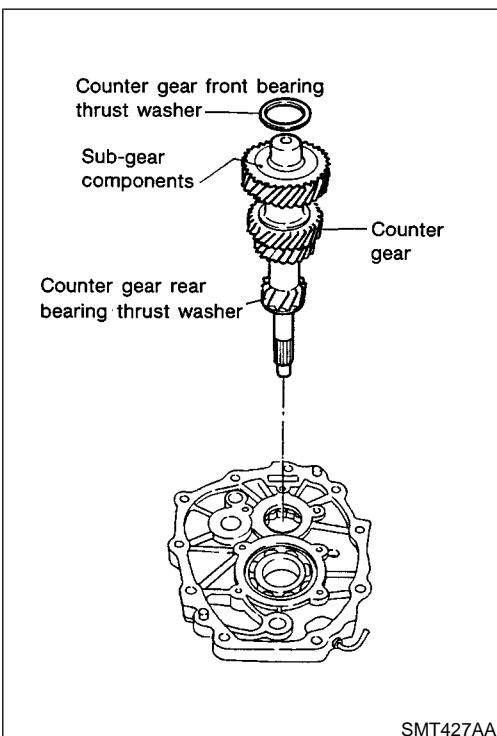
- f. Press on 1st & 2nd synchronizer assembly together with 2nd main gear and 2nd gear needle bearing.



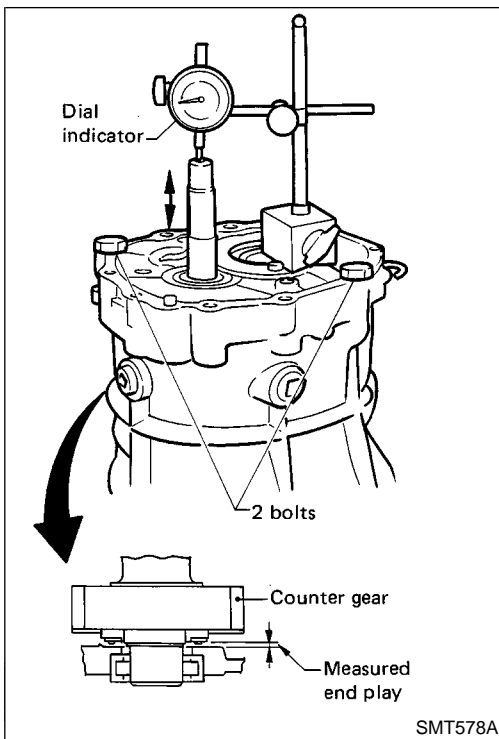
- g. Press on 1st gear bushing using 1st gear washer.
- h. Install 1st main gear and needle bearing.



- i. Install steel ball and 1st gear washer.
- **Apply multi-purpose grease to steel ball and 1st gear washer before installing.**



5. Select proper counter gear front bearing thrust washer when replacing transmission case, counter gear, counter gear rear thrust bearing or sub-gear components.
 - a. Install counter gear with sub-gear components, counter gear front and rear bearing thrust washer on adapter plate.
 - b. Remove counter gear front bearing thrust washer from transmission case.
 - c. Place adapter plate and counter gear assembly in transmission case (case inverted).



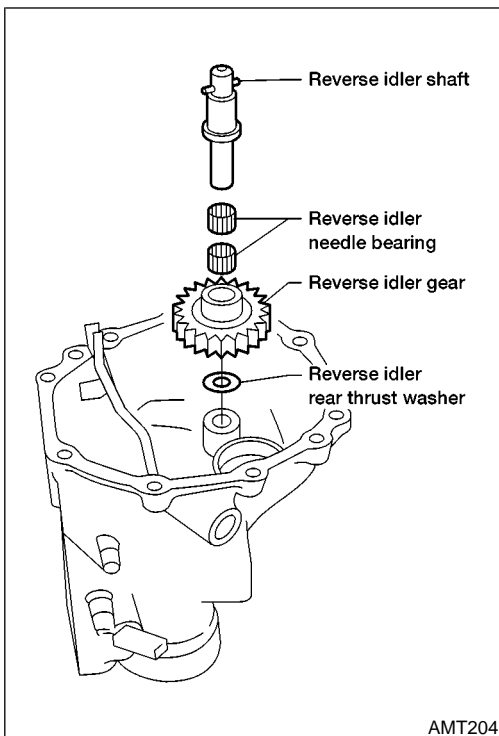
- d. Tighten adapter plate to transmission case using 2 bolts.
- e. Place dial indicator on rear end of counter gear.
- f. Move counter gear up and down and measure dial indicator deflection.
- g. Select proper thrust washer using table below as a guide.

Counter gear end play:

0.10 - 0.25 mm (0.0039 - 0.0098 in)

Table for selecting proper counter gear front bearing thrust washer:

Refer to SDS, MT-73.



6. Select proper reverse idler rear thrust washer when replacing rear extension (or O/D gear case), reverse idler gear, reverse idler shaft or reverse idler front thrust washer.
- a. Install reverse idler gear, reverse idler needle bearings, reverse idler front thrust washers and reverse idler shaft into rear extension (or O/D gear case).

- **When replacing reverse idler rear thrust washer, install either A or B.**

Reverse idler rear thrust washer:

Refer to SDS, MT-73.

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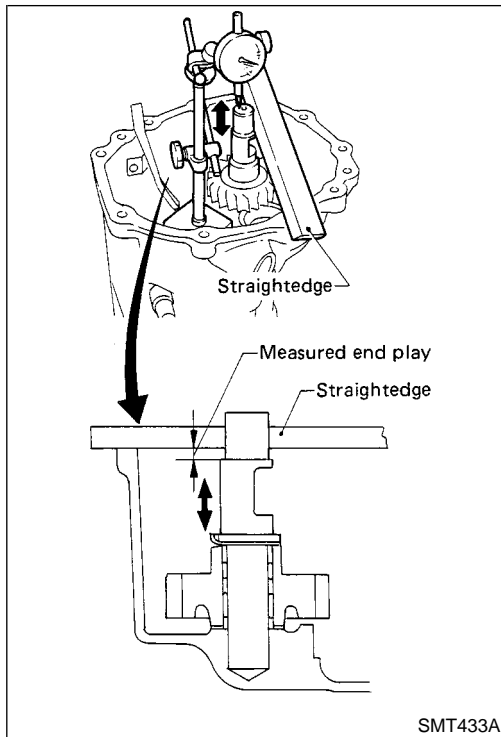
BT

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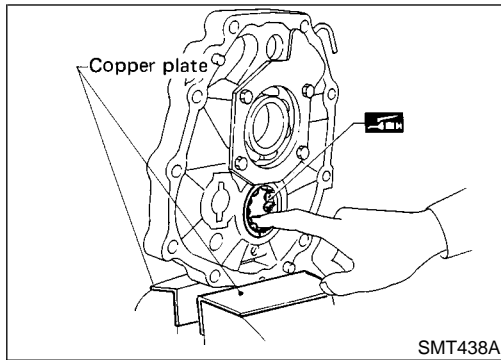
IDX



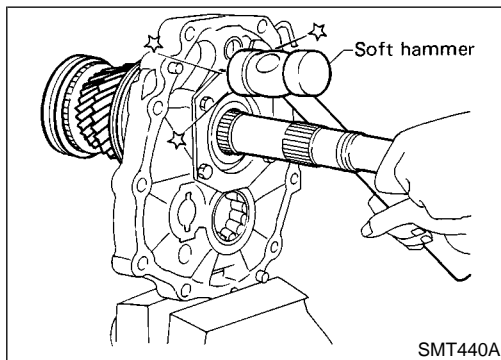
- b. Place dial indicator on front end of reverse idler shaft.
- c. Put straightedge on front surface of rear extension (or O/D gear case) as a stopper of reverse idler shaft.
- d. Move reverse idler shaft up and down and measure reverse idler gear end play.

Reverse idler gear end play:
0.30 - 0.53 mm (0.0118 - 0.0209 in)

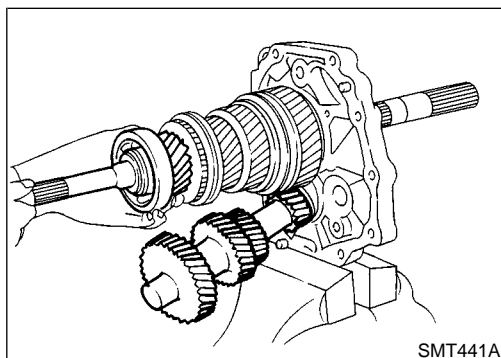
- e. If not within specification, replace reverse idler rear thrust washer with the other (A or B) and check again.



- 7. Install mainshaft and counter gear on adapter plate and main drive gear on mainshaft.
 - a. Mount adapter plate on vise and apply multi-purpose grease to counter gear rear bearing.



- b. Install mainshaft a little on mainshaft front bearing.
 - **To allow for installation of counter gear, do not install mainshaft completely.**

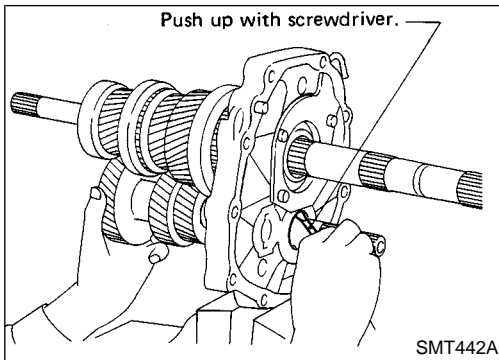


- c. Install counter gear on counter gear rear bearing and install main drive gear, pilot bearing and spacer on mainshaft.

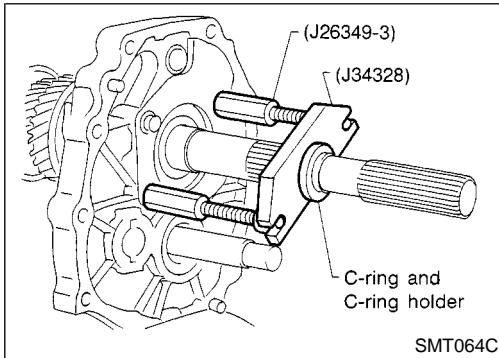
ASSEMBLY

FS5R30A

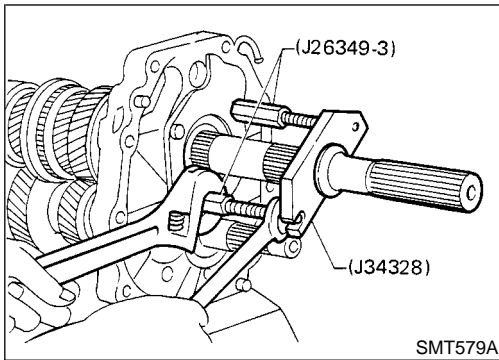
Gear Components (Cont'd)



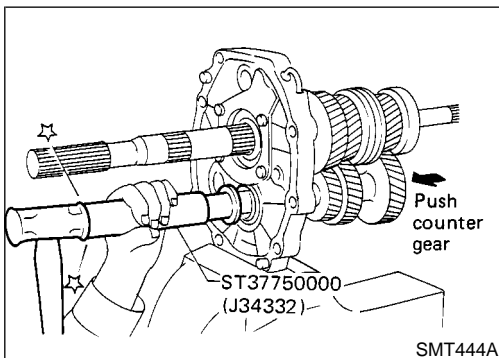
- When installing counter gear into counter gear rear bearing, push up on upper roller of counter gear rear bearing with screwdriver.



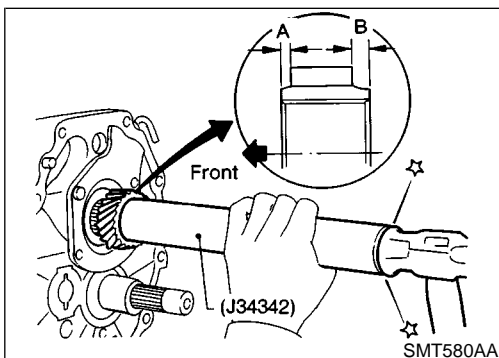
- Install Tools (J26349-3) onto adapter plate and C-ring and C-ring holder on mainshaft.
- Install Tool (J34328) on mainshaft.



- Install mainshaft and counter gear completely by extending length of (J26349-3).



- Install rear side components on mainshaft and counter gear.
 - Install O/D gear bushing while pushing on the front of counter gear.



- Install O/D main gear.
 - Pay attention to direction of O/D main gear. (B is wider than A as shown at left.)
- Install adapter plate with gear assembly onto transmission case.
- Install O/D gear needle bearing and then install O/D counter gear and reverse idler shaft.

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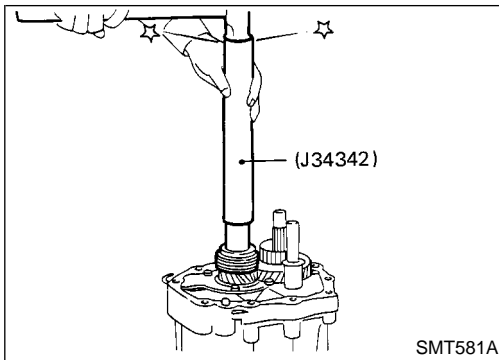
HA

SC

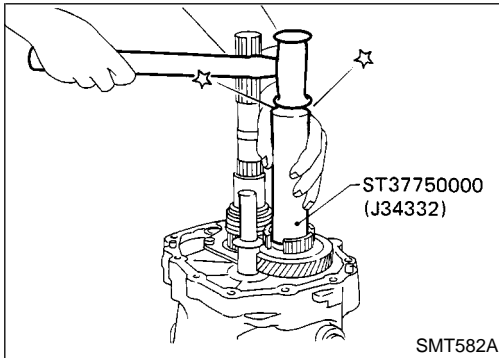
EL

IDX

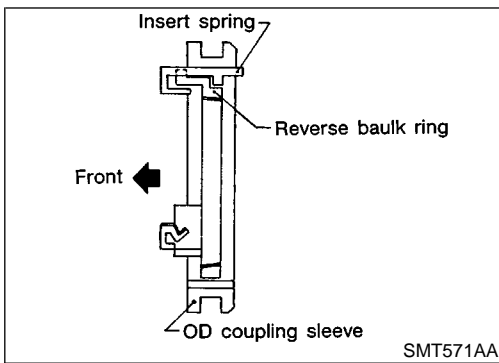
Gear Components (Cont'd)



- e. Install reverse gear bushing with speedometer drive gear (2WD model).

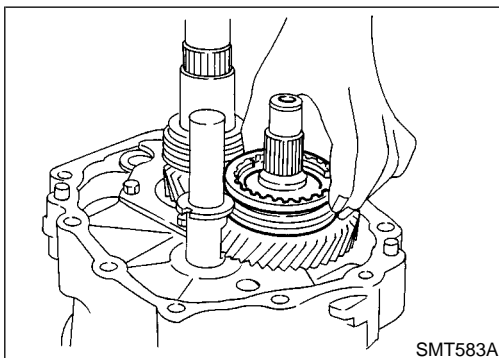


- f. Install reverse cone.

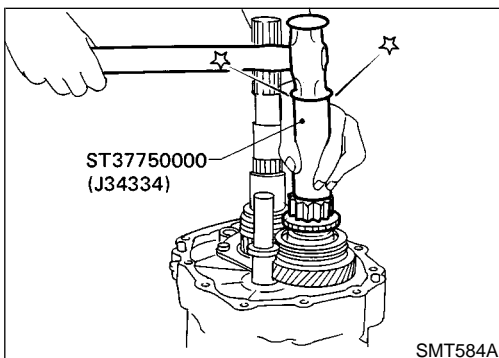


- g. Install insert springs and reverse baulk ring on O/D coupling sleeve. Then install them and O/D baulk ring on O/D counter gear.

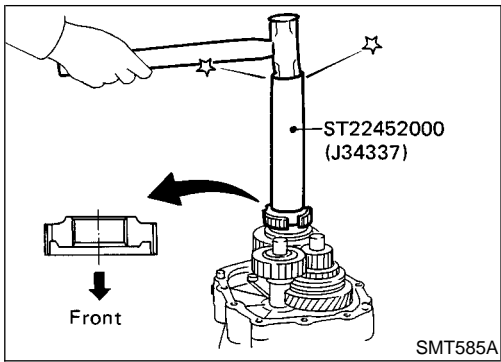
- Pay attention to direction of O/D coupling sleeve.



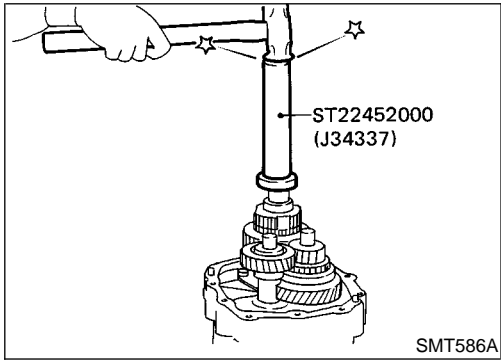
- h. Install reverse counter gear.



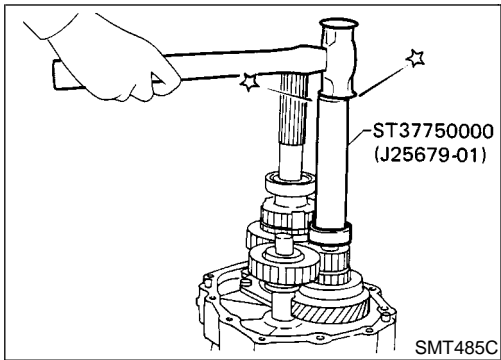
- i. Install reverse gear needle bearing and then install reverse main gear, reverse idler gear and reverse idler thrust washers.



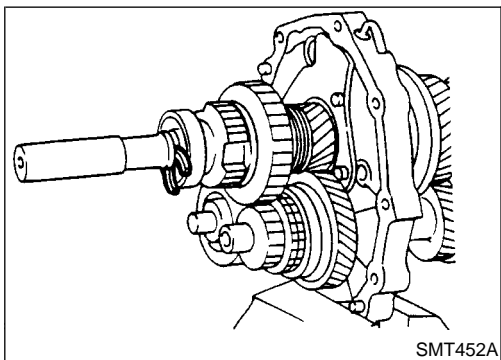
- j. Install reverse hub.
- Pay attention to its direction.



- k. Install mainshaft spacer and mainshaft rear bearing (2WD model).



- l. Install counter gear rear end bearing.
- m. Separate adapter plate from transmission case and mount adapter plate on vice again.



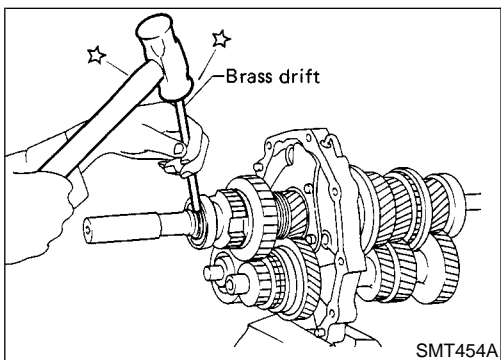
- n. Select proper mainshaft C-ring to minimize clearance of groove.

Allowable clearance of groove:

0 - 0.1 mm (0 - 0.004 in)

Mainshaft C-ring:

Refer to SDS, MT-73.



- o. Install selected C-ring, C-ring holder and mainshaft rear snap ring.

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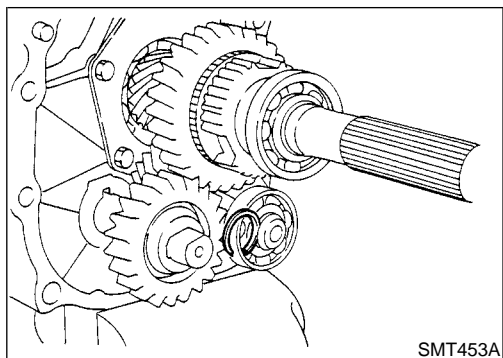
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Gear Components (Cont'd)



- p. Select proper counter gear rear snap ring to minimize clearance of groove.

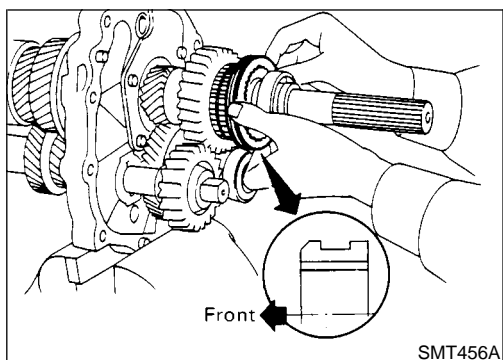
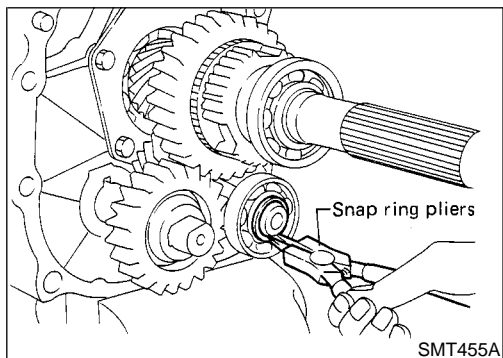
Allowable clearance of groove:

0 - 0.1 mm (0 - 0.004 in)

Counter gear rear snap ring:

Refer to SDS, MT-73.

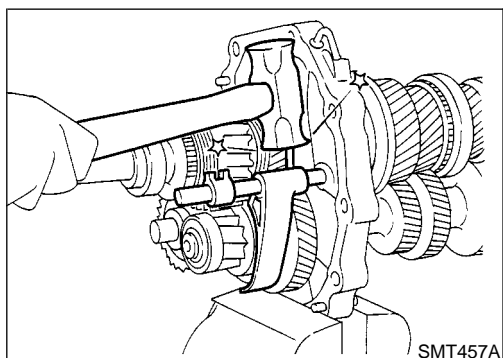
- q. Install selected counter gear rear snap ring.



- r. Install reverse coupling sleeve.

- **Pay attention to its direction.**

- s. Measure each gear end play as a final check. Refer to "DISASSEMBLY", MT-54.

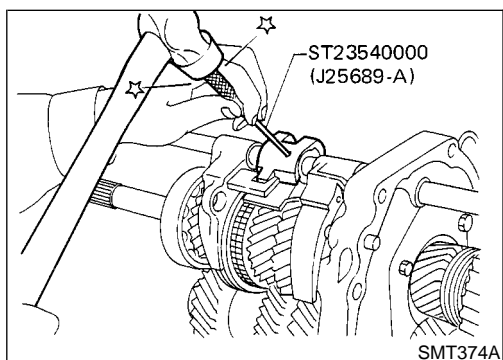


Shift Control Components

ASSEMBLY

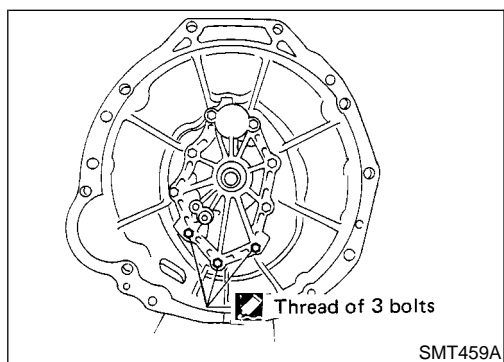
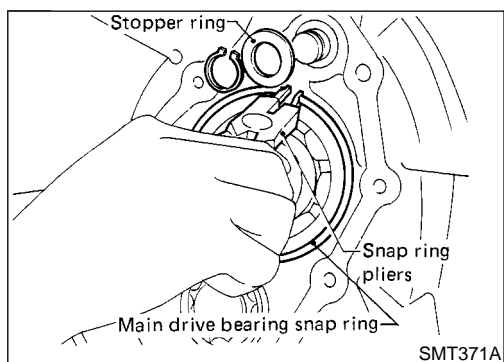
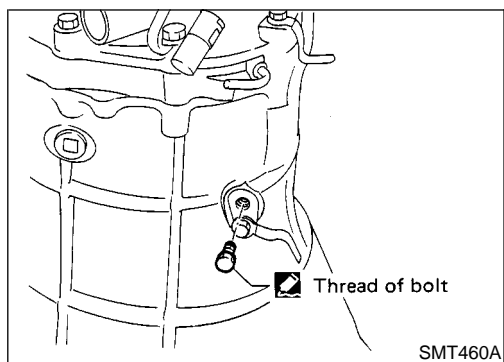
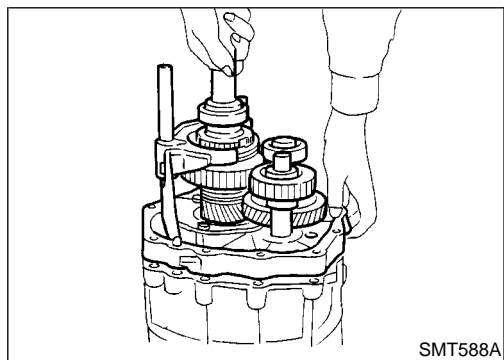
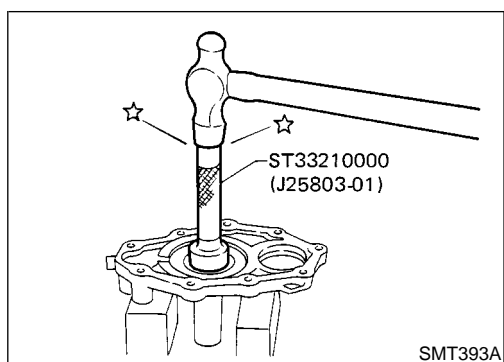
NEMT0014

1. Install O/D fork rod and O/D shift fork. Then install retaining pin into O/D shift fork.
2. Install 1st & 2nd, 3rd & 4th and reverse shift fork onto coupling sleeve.



3. Install striking rod into hole of shift forks, striking lever and interlock and then install retaining pin into striking lever.

- **Make sure that striking rod moves smoothly.**



Case Components

ASSEMBLY

NEMT0015

1. Install front cover oil seal.
 - **Apply multi-purpose grease to seal lip.**
2. Install selected counter gear front bearing shim onto transmission case.
 - **Apply multi-purpose grease.**
3. Apply sealant to mating surface of transmission case.
4. Install gear assembly onto transmission case.
5. Install check spring and check ball into interlock stopper.
 - **Apply multi-purpose grease to check ball.**
6. Install interlock stopper assembly and then tighten check ball plug.
 - **Apply sealant to thread of check ball plug. Refer to Shift Control Components, MT-51.**
7. Install stopper ring and main drive bearing snap ring.
8. Install front cover and gasket.
 - **Apply sealant to thread of 3 bolts shown left. Refer to Case Components, MT-48.**
9. Apply sealant to mating surface of adapter plate.

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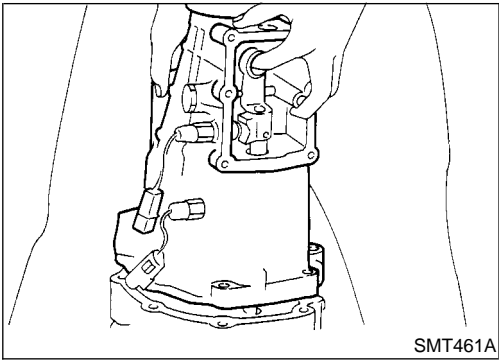
BT

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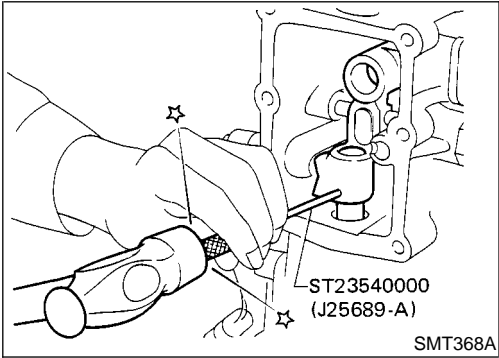
SC

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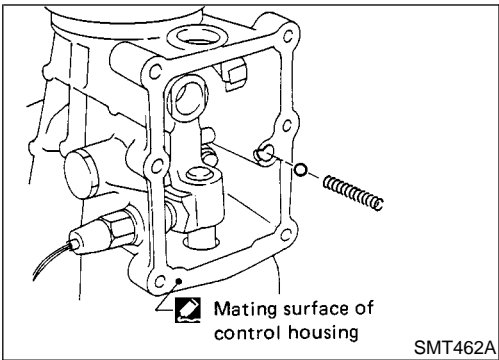
IDX



10. Install O/D gear case together with striking arm.

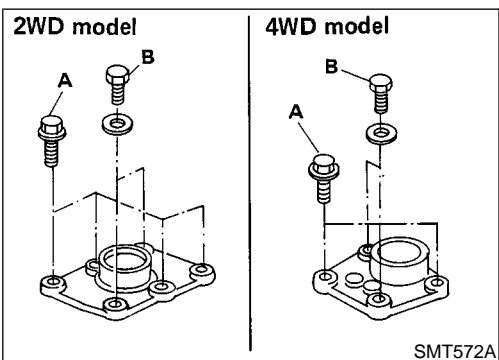


11. Install retaining pin into striking arm.



12. Install return spring and check ball and then install control housing.

- Apply sealant to mating surface of O/D gear case. Refer to Case Components, MT-48.



13. Tighten control housing bolts.

Bolt head size:

A bolts 12 mm (0.47 in)

B bolts 13 mm (0.51 in)

General Specifications

NEMT0016

	VG33E			GI
Transmission	FS5R30A			MA
	2WD	4WD		
Number of speed	5			EM
Shift pattern				LC
	MT-SDS-2			
Synchromesh type	Warner			EC
	Gear ratio	Number of teeth		
		Mainshaft	Countershaft	FE
Drive	—	22	32	CL
1st	3.580	32	13	MT
2nd	2.077	30	21	
3rd	1.360	29	31	
4th	1.000	—	—	
O/D	0.811	24	43	AT
Reverse	3.636	30	12	TF
Reverse idler gear	22			
Oil capacity ℓ (US pt, Imp pt)	2.4 (5-1/8, 4-1/4) — 2WD model		5.1 (10-3/4, 9) — 4WD model	PD
Remarks	2nd & 3rd double baulk ring type synchronizer			

Gear End Play

NEMT0017
Unit: mm (in)

Gear	End play	SU
1st main gear	0.23 - 0.33 (0.0091 - 0.0130)	
2nd main gear	0.23 - 0.33 (0.0091 - 0.0130)	BR
3rd main gear	0.06 - 0.16 (0.0024 - 0.0063)	
O/D counter gear	0.23 - 0.33 (0.0091 - 0.0130)	ST
Reverse main gear	0.33 - 0.43 (0.0130 - 0.0169)	
Counter gear	0.10 - 0.25 (0.0039 - 0.0098)	RS
Reverse idler gear	0.30 - 0.53 (0.0118 - 0.0209)	

Clearance Between Baulk Ring and Gear

NEMT0018
Unit: mm (in)

	Standard	Wear limit	HA
1st	1.05 - 1.3 (0.0413 - 0.0512)	0.7 (0.028)	
Main drive	1.05 - 1.3 (0.0413 - 0.0512)		SC
O/D	1.05 - 1.3 (0.0413 - 0.0512)		

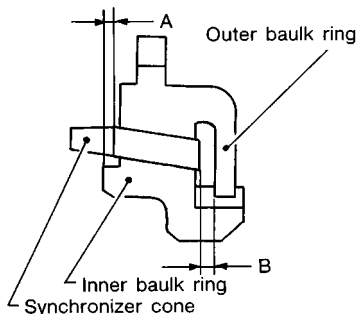
SERVICE DATA AND SPECIFICATIONS (SDS)

FS5R30A

Clearance Between Baulk Ring and Gear (Cont'd)

2ND AND 3RD BAULK RING

NEMT0018S01
Unit: mm (in)

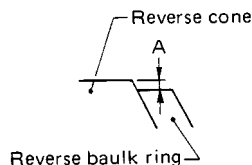


SMT742C

Dimension	Standard	Wear limit
A	0.7 - 0.9 (0.028 - 0.035)	0.2 (0.008)
B	0.6 - 1.1 (0.024 - 0.043)	

Distance between Rear Surface of Reverse Cone and Reverse Baulk Ring

NEMT0019
Unit: mm (in)



SMT428C

Dimension	Standard	Wear limit
"A"	-0.1 to 0.35 (-0.0039 to 0.0138)	0.7 (0.028)

Available Snap Ring

NEMT0020

MAIN DRIVE GEAR SNAP RING

NEMT0020S01
Unit: mm (in)

Allowable clearance 0 - 0.1 (0 - 0.004)

Thickness	Part number*	Thickness	Part number*
1.89 (0.0744)	32204-01G60	2.03 (0.0799)	32204-01G63
1.95 (0.0768)	32204-01G61	2.07 (0.0815)	32204-01G64
1.99 (0.0783)	32204-01G62	2.11 (0.0831)	32204-01G65

*Always check with the Parts Department for the latest parts information.

MAINSHAFT FRONT SNAP RING

NEMT0020S02
Unit: mm (in)

Allowable clearance 0 - 0.1 (0 - 0.004)

Thickness	Part number*	Thickness	Part number*
1.99 (0.0783)	32204-01G62	2.11 (0.0831)	32204-01G65
2.03 (0.0799)	32204-01G63	2.15 (0.0846)	32204-01G66
2.07 (0.0815)	32204-01G64	2.19 (0.0862)	32204-01G67

*Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

FS5R30A

Available Snap Ring (Cont'd)

COUNTER GEAR REAR SNAP RING

NEMT0020S03
Unit: mm (in)

Allowable clearance 0 - 0.1 (0 - 0.004)			
Thickness	Part number*	Thickness	Part number*
1.32 (0.0520)	32236-01G00	1.56 (0.0614)	32236-01G04
1.38 (0.0543)	32236-01G01	1.62 (0.0638)	32236-01G05
1.44 (0.0567)	32236-01G02	1.68 (0.0661)	32236-01G06
1.50 (0.0591)	32236-01G03	1.74 (0.0685)	32236-01G07

*Always check with the Parts Department for the latest parts information.

Available C-ring

MAINSHAFT C-RING

NEMT0021

NEMT0021S01
Unit: mm (in)

Allowable clearance 0 - 0.1 (0 - 0.004)			
Thickness	Part number*	Thickness	Part number*
2.63 (0.1035)	32348-01G15	3.19 (0.1256)	32348-01G07
2.70 (0.1063)	32348-01G00	3.26 (0.1283)	32348-01G08
2.77 (0.1091)	32348-01G01	3.33 (0.1311)	32348-01G09
2.84 (0.1118)	32348-01G02	3.40 (0.1339)	32348-01G10
2.91 (0.1146)	32348-01G03	3.47 (0.1366)	32348-01G11
2.98 (0.1173)	32348-01G04	3.54 (0.1394)	32348-01G12
3.05 (0.1201)	32348-01G05	3.61 (0.1421)	32348-01G13
3.12 (0.1228)	32348-01G06	3.68 (0.1449)	32348-01G14

*Always check with the Parts Department for the latest parts information.

Available Shim and Washer

TABLE FOR SELECTING PROPER COUNTER GEAR FRONT BEARING THRUST WASHER

NEMT0022

NEMT0022S01
Unit: mm (in)

Dial indicator deflection	Thickness of proper washer	Part number*
0.93 - 1.02 (0.0366 - 0.0402)	0.80 (0.0315)	32218-01G00
1.01 - 1.10 (0.0398 - 0.0433)	0.88 (0.0346)	32218-01G11
1.09 - 1.18 (0.0429 - 0.0465)	0.96 (0.0378)	32218-01G12
1.17 - 1.26 (0.0461 - 0.0496)	1.04 (0.0409)	32218-01G13
1.25 - 1.34 (0.0492 - 0.0528)	1.12 (0.0441)	32218-01G14
1.33 - 1.42 (0.0524 - 0.0559)	1.20 (0.0472)	32218-01G04
1.41 - 1.50 (0.0555 - 0.0591)	1.28 (0.0504)	32218-01G15
1.49 - 1.58 (0.0587 - 0.0622)	1.36 (0.0535)	32218-01G16
1.57 - 1.66 (0.0618 - 0.0654)	1.44 (0.0567)	32218-01G17

*Always check with the Parts Department for the latest parts information.

REVERSE IDLER REAR THRUST WASHER

NEMT0022S02
Unit: mm (in)

Thickness	Part number*
A 1.97 (0.0776)	32284-01G10
B 2.07 (0.0815)	32284-01G11

SERVICE DATA AND SPECIFICATIONS (SDS)

FS5R30A

Available Shim and Washer (Cont'd)

*Always check with the Parts Department for the latest parts information.